TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

MEETING MATERIALS

April 3, 2008

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Caltrans

BAY AREA TOLL AUTHORITY

STATE OF CALIFORNIA
CALIFORNIA TRANSPORTATION COMMISSION

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Letter of Transmittal

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: March 27, 2008

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Packet – April 3, 2008

Herewith is the TBPOC Meeting Materials Packet for the April 3rd meeting. The packet includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics. Items that are to be included after the mail-out will be printed on blue paper.

Attached to this memo is a set of directions to and from the meeting venue, if needed.

Attachment:

Directions to 151 Fremont, San Francisco

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Directions to 151 Fremont St., San Francisco

From Oakland to San Francisco:

- Off of the I-80 Bay Bridge, take the Fremont/Folsom Exit
- Keep to left lanes on the off-ramp and merge onto Fremont St.
- Cross Howard St. and look for a driveway on the right side before the Transbay Terminal building crosses over Fremont St.
- Caltrans parking lot is found by entering driveway (you'll notice a Greyhound office).
- Park in any stall that is not marked "Grey."
- Entrance to 151 Fremont is under the overpass on the right side.

From San Francisco to Oakland:

- From the Caltrans parking lot, exit right into Beale St.
- Turn right at Howard St.
- Turn left on First St.
- Go straight all the way to the Bay Bridge entrance.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Final Agenda

TBPOC MEETING
April 3, 2008, 1:00 p.m. – 4:00 p.m.
Lunch provided at 1:00 p.m. Tour begins at 1:30 p.m.
West Approach Project Office, 151 Fremont, San Francisco

	Topic	Presenter	Time	Desired Outcome
1.	**CHAIR'S REPORT**	W. Kempton, CT	5 min	Information
2.	**TOUR OF WEST APPROACH**			
	a. Public Event Update*	T. Anziano, CT	5 min	Information
	b. West Approach Overview*	D. Turchon, CT/	10 min	Information
	c. Tour	D. Vilcheck, CT	60 min	Information
3.	**CONSENT CALENDAR**			
	a. March 5, 2008 Meeting Minutes*	A. Fremier, BATA	1 min	Approval
	b. Revised 2008 TBPOC Meeting Calendar*	A. Fremier, BATA	1 min	Approval
4.	**PROGRESS REPORT**			
	a. Draft March 2008 Monthly Progress Report***	A. Fremier, BATA	1 min	Information
5.	**SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES**			
	a. Opportunity Schedule*	T. Anziano, CT/	30 min	Information
	1) Revised Incentive Plan for SAS Contract*	A. Fremier, BATA	30 min	Approval
	b. Yerba Buena Island Contract Change Orders			
	1) CCO 75*	T. Anziano, CT	5 min	Approval
	2) CCO 90*	T. Anziano, CT	5 min	Approval
	3) CCO 105*	T. Anziano, CT	5 min	Approval
6.	**Other Business**			
	a. New SFOBB Administration Building*	A. Fremier, BATA	20 min	Approval

Next TBPOC Meeting: Friday, May 2 , 2008, 10am – 1pm, Bay Area

* Attachments
** Final Documents still in process; to be provided as soon as available.
***Stand alone document included in the binder.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Table of Contents

TBPOC MEETING
April 3, 2008

* Attachments
** Final Documents still in process; to be provided at the meeting
*** Stand alone document included in the binder

ITEM 1: CHAIR'S REPORT

No Attachments

ITEM 2: TOUR OF WEST APPROACH

a. Public Event Update
b. West Approach Overview
c. Tour

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 27, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 2 a, b, c

Item- Tour of West Approach

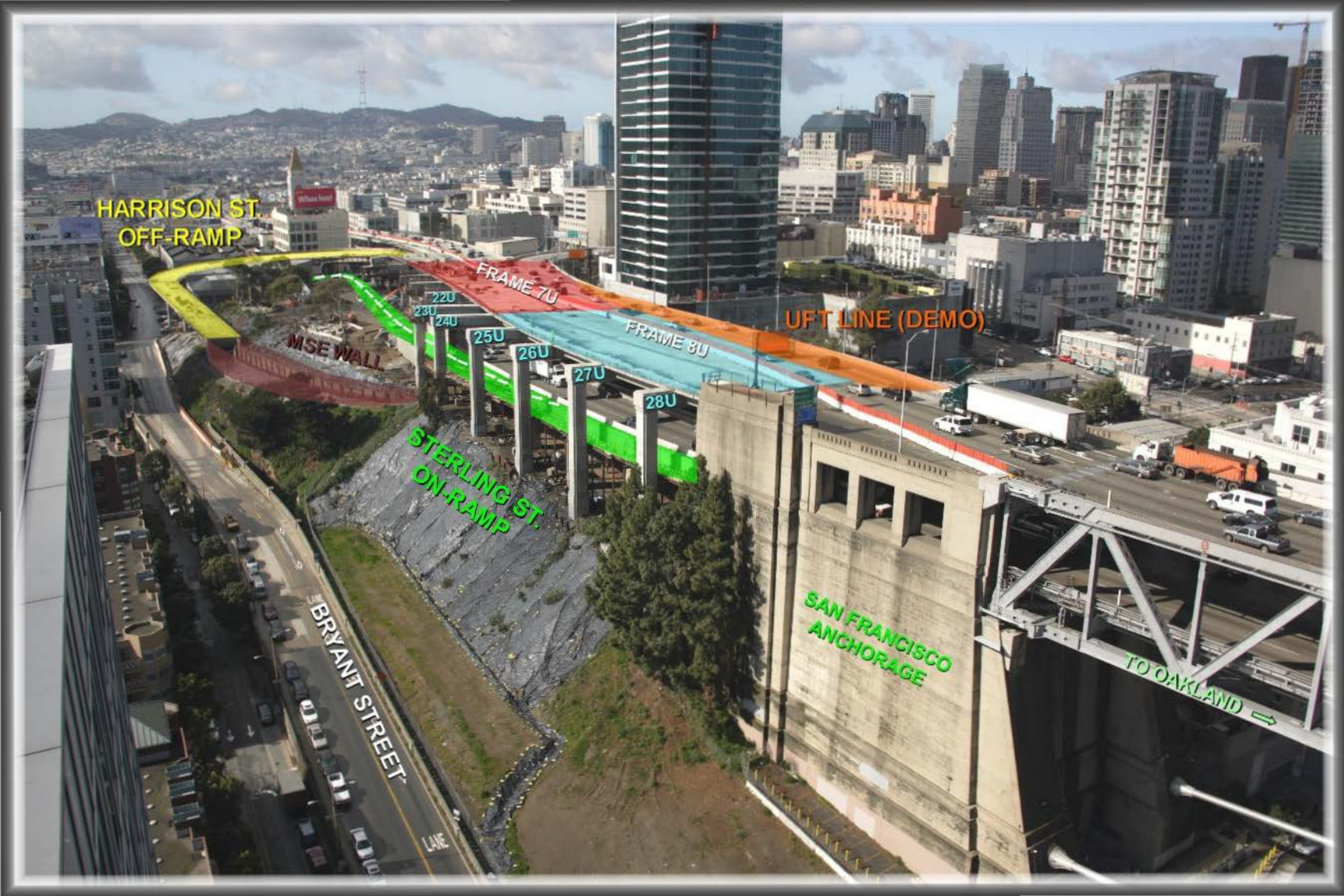
Recommendation:
For Information Only

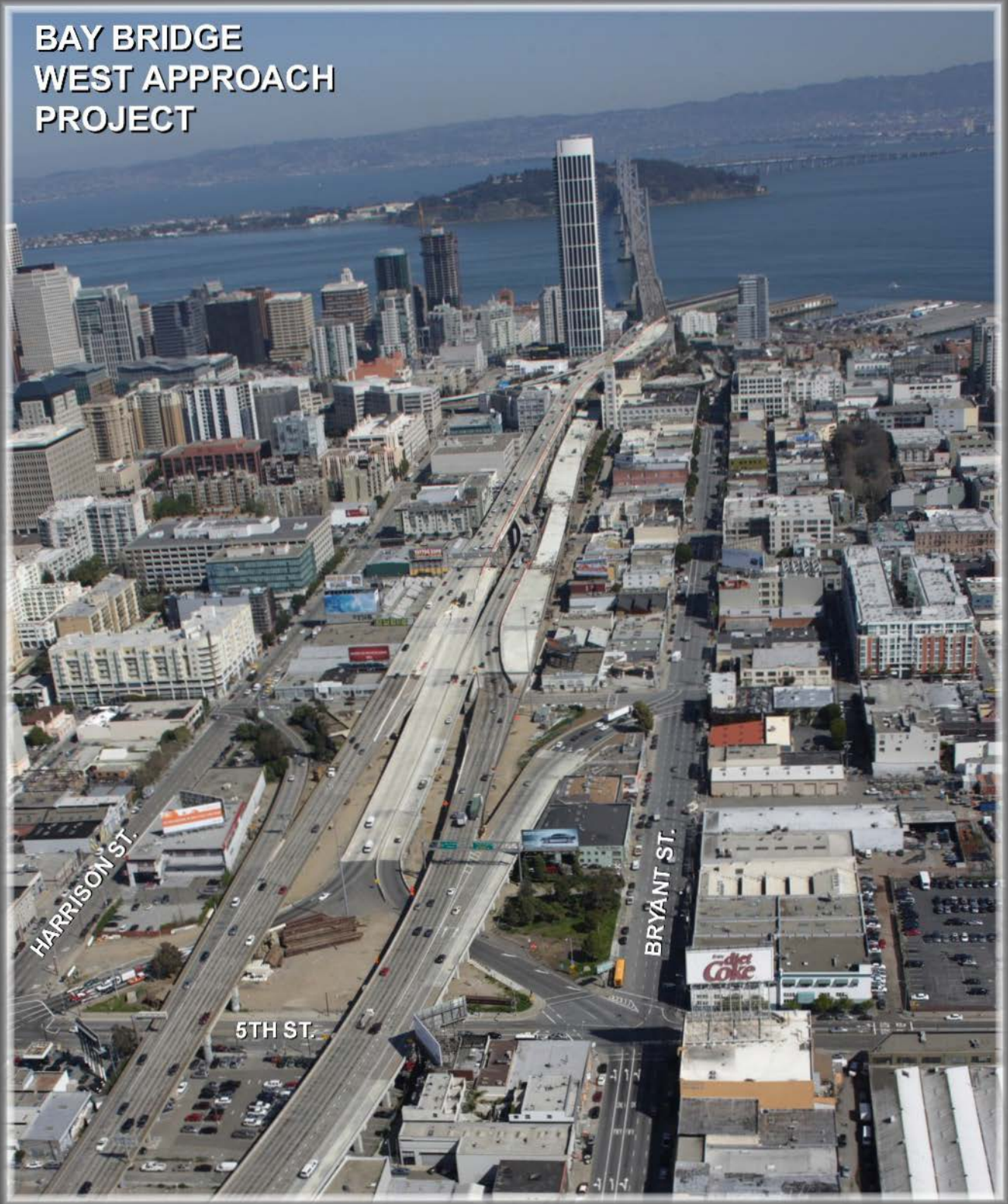
Discussion:
An update on the West Approach Public Event will be provided at the meeting.

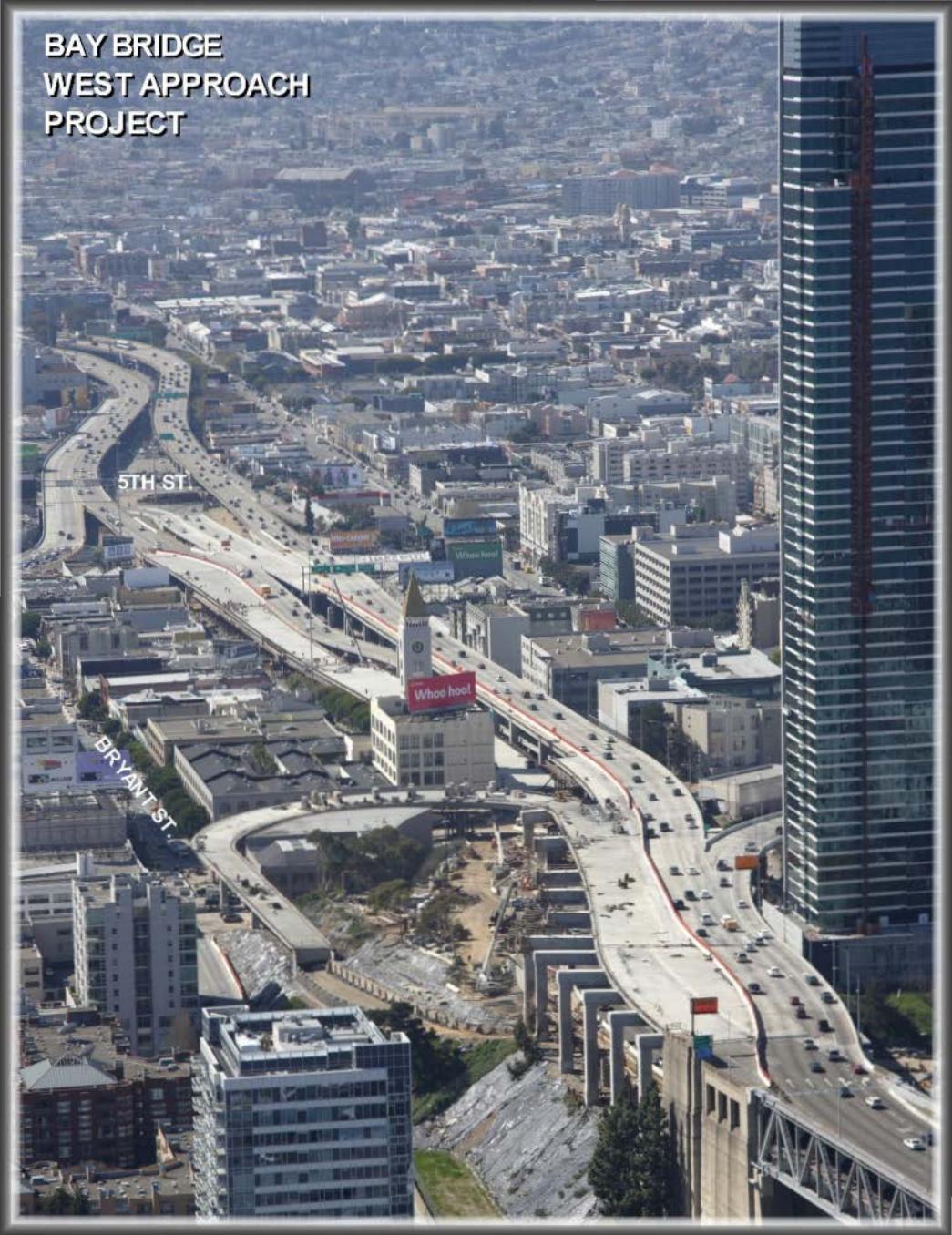
A 10-minute presentation on the West Approach will be provided at the meeting prior to the walking tour.

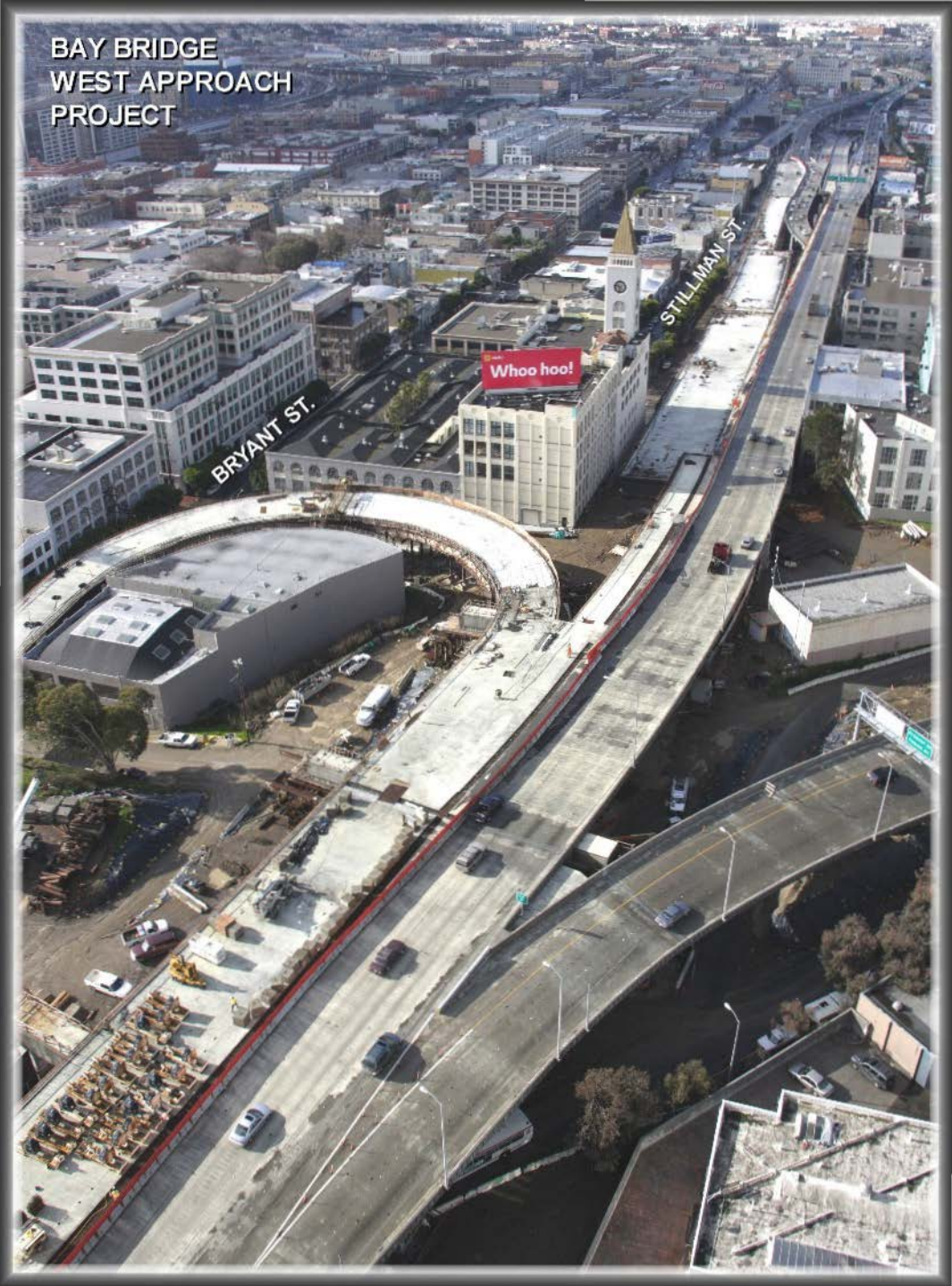
Included in this packet are four images that depict the progress on the West Approach and provide an orientation prior to the walking tour.

Attachment:
Four images of the West Approach


HARRISON ST.
OFF-RAMP
FRAME 7U
FRAME 8U
UFT LINE (DEMO)
MSE WALL
22U
23U
24U
25U
26U
27U
28U
STERLING ST.
ON-RAMP
BRYANT STREET
LANE
SAN FRANCISCO
ANCHORAGE
TO OAKLAND


BAY BRIDGE
WEST APPROACH
PROJECT
HARRISON ST.
5TH ST.
BRYANT ST.
Diet Coke


BAY BRIDGE
WEST APPROACH
PROJECT
5TH ST.
BRYANT ST.
Whoo hoo!


BAY BRIDGE
WEST APPROACH
PROJECT
BRYANT ST.
STILLMAN ST.
Whoo hoo!

ITEM 3: CONSENT CALENDAR

a. March 5, 2008 Meeting Minutes

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 27, 2008

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 3a

Item- Consent Calendar
March 5, 2008 Meeting Minutes

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the minutes for the March 5, 2008 meeting.

Attachment:
March 5, 2008 Meeting Minutes

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

MEETING MINUTES
March 5, 2008, 1:00 PM – 4:00 PM
SFOBB Public Information Office, Treasure Island
410 Avenue of the Palms, Building 1, Room 169
San Francisco, CA

Attendees: TBPOC Members: Will Kempton, Steve Heminger, and John Barna
PMT Members: Tony Anziano, Andy Fremier, and Stephen Maller;
Participants: Ali Abbas (NorCal), Paul Chzu (NorCal), Michele DiFrancia, Beatriz Lacson, Richard Land, Peter Lee, Brian Maroney, Bart Ney, Dina Noel, Judis Santos, Bijan Sartipi, Jon Tapping, Ken Terpstra, Margena Wade, Jason Weinstein

Convened: 1:00 PM

Items	Action
1. CHAIR'S REPORT • The Chair congratulated the whole team (including the PIO staff present) for good work done to date, and raised a recent copy of the Oakland Tribune that showed two team members pictured on the front page of the Business section.	
2. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATE (PART ONE) • The PMT handed out a revised copy of Figure 1.0 – East Span Sequence to Seismic Safety, provided an overview of Yerba Buena Island (YBI) work, and described how the various components connect using graphics and computer simulation. o The TBPOC was thankful for the pictorial presentation and asked that future pictures show the timing of the work depicted, e.g. 1st Qtr '09, etc.	• Staff to include time frames on similar pictures in the next chapters (SAS and OTD) of the "Building the East Span" series.
3. TOUR OF YERBA BUENA ISLAND • The Department/PIO conducted a tour	

Items	Action
of YBI showing various phases of construction from three different sites: (1) The TBPOC and company parked at the YBI substation and toured the construction of the YBI Bypass structure; they ascended a stair tower to get a first-hand look at the construction of the double-deck steel truss; then (2) drove down to the C.C. Myers parking lot and viewed the bypass from underneath and the footings for the YBI Transition structure; and (3) walked up the hill to the W-2 support where they traveled by elevator to the top of the cap which was being prepared for a concrete pour.	
4. CONSENT CALENDAR a. BATA presented the January 31, 2008 Meeting Minutes for approval.	• The TBPOC **APPROVED** the January 31, 2008 Meeting Minutes.
5. PROGRESS REPORTS a. BATA notified the TBPOC that the PMT, through delegated authority from the TBPOC, approved the January 2008 Monthly Progress Report on February 12, 2008. BATA noted that TBPOC approval of the Draft February 2008 Monthly Progress Report, through delegated authority to the PMT, is anticipated as soon as updated expenditure data and final comments are incorporated. b. The PMT reported that the Legislative Update is now scheduled for May 7, 2008, in conjunction with the Bay Area Caucus. TBPOC approval of the final report will be sought in mid-March, with the likelihood of it being sent to the legislators prior to the event.	• The TBPOC confirmed **APPROVAL** of the January 2008 Monthly Progress Report through the PMT. • The TBPOC directed staff to issue the final report to the legislators before the end of this month.
6. PROGRAM ISSUES a. Forecast Revisions: BATA presented	• The TBPOC **APPROVED** the

Items	Action
for TBPOC approval revised cost forecasts for the following: 1) E2/T1 Contract: $280.9 M, a savings of $32.6 M from the current approved budget and forecast of $313.5 M. 2) Skyway Contract: $1,254.1 M, a savings of $38.9 M from the current approved budget and forecast of $1,293.0 M. 3) Richmond–San Rafael Bridge Project: $816.5 M, a savings of $8.5 M from the current approved budget and forecast of $825.0 M.	cost forecast revisions for E2/T1 Contract, Skyway Contract and Richmond-San Rafael Bridge Project, as presented.
7. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES (PART TWO) a. Yerba Buena Island Detour: The Department presented the following for TBPOC approval: 1) Forecast Revision: $461.35 M 2) Budget Revision: $425.9 M 3) Contract Change Orders: a) CCO 55, Supplement 1 - $980,600 additional costs for increased steel quantities from viaduct enhancements (the original CCO exceeded $1 M); b) CCO 56 - $6,837,300 additional costs for increased contractor design work resulting from project delay and certain viaduct design enhancements; c) CCO 112, Supplement 1 - $8,500,000 for additional material orders needed for the East Tie-In. • Comments/discussion included: o The revised forecast corresponds to a target completion date of May '09 (Memorial Day weekend) for the East Tie-In	• The TBPOC **APPROVED** the forecast revision and CCO's as presented, and the budget revision as amended to $442.2 million.

Items	Action
roll-out / roll-in, with still some unknown risks, but with high risk items eliminated. ➢ The TBPOC stressed the need for the whole team to get on board to do what is required to achieve this May '09 target date. o It was noted that based on previous experience and current observations, the budget revision, as requested, is likely to be revised. ➢ The TBPOC amended and agreed to an increase in the budget revision to $442.2 million, to include the total amount of CCO's presented above. o The TBPOC indicated that there have been sizeable increases in forecasts in relatively short periods of time.	
b. Opportunity Corridor Schedule • The Department handed out, for information, the most recently updated Opportunity Schedule. • Due to time constraints, it was decided that this item be discussed in-depth at the top of the agenda for the next meeting (April 3).	• The TBPOC requested staff to place the Opportunity Schedule topic as the first item on the April 3rd meeting agenda.
c. West Approach: The Department presented the following Contract Change Order for TBPOC approval: 1) CCO 13, Supplement 10 - $1,500,000 for the estimated necessary support remaining. 2) Public Event • Agenda item deferred.	• The TBPOC **APPROVED** CCO 13, Supplement 10, in the amount of $1,500,000.
d. Gateway Park: Public Access Visioning Conference • Agenda item deferred.	

Items	Action
8. OTHER BUSINESS a. Dumbarton and Antioch Bridges • Vice Chair S. Heminger reported that he spoke to legislative staff about including these bridges in the Toll Bridge Program, and requested an estimate on this project in preparation for legislation to accomplish this.	• The Department/BATA to develop an estimate to submit to the TBPOC in June.

Adjourned: 3:58 PM

MEETING MINUTES
March 5, 2008, 1:00 PM – 4:00 PM
SFOBB Public Information Office, Treasure Island
410 Avenue of the Palms, Building 1, Room 169
San Francisco, CA

APPROVED BY:

_____ _____
WILL KEMPTON, Director Date
California Department of Transportation

_____ _____
JOHN F. BARNA, Jr., Executive Director Date
California Transportation Commission

_____ _____
STEVE HEMINGER, Executive Director Date
Bay Area Toll Authority

ITEM 3: CONSENT CALENDAR

b. Revised 2008 TBPOC Meeting Calendar

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 27, 2008

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 3b

Item- Consent Calendar
Revised 2008 TBPOC Meeting Calendar

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The PMT requests approval of the attached 2008 TBPOC Meeting Calendar which was revised as follows:

- The TBPOC meeting on April 3 was moved to a different time, (1:00 PM - 4:00 PM), same place (Bay Area).
- The Public Access Visioning Conference was moved to a different date (June 5) and time (10:00 AM - 1:00 PM), to be followed by the TBPOC meeting at its new time (1:30 PM – 4:00 PM), same place (Bay Area).
- The TBPOC May 2 meeting was moved to a different place (the Bay Area) and time (10:00 AM – 1:00 PM).
- The Legislative Update was moved to a different date (May 7) and place (Bay Area) with the time yet to be determined.

Attachment:
2008 TBPOC Meeting Calendar (as of March 26, 2008)

2008 TBPOC Meeting Calendar
(as of March 26 2008)

Revised 03/26/08

JANUARY 2008

MON	TUE	WED	THU	FRI
	HOLIDAY 1	2	3	4
PMT 7	8	BATA OC CTC 9	CTC 10	11
PMT 14	15	16	17	18
HOLIDAY 21	PMT 22	MTC 23	24	25
PMT CHINA 28	29	30	TBPOC CHINA 31	

1 - New Years Day Observed
21 - M L King Jr's Birthday

FEBRUARY 2008

MON	TUE	WED	THU	FRI
				1
PMT 4	5	6	7	4 Final 8
PMT 11	Holiday 12	BATA OC CTC 13	4 Leg CTC 14	15
HOLIDAY 18	PMT 19	20	21	22
RM PMT 25	26	MTC 27	28	29

12 - Lincoln's Birthday
18 - Washington's Birthday

MARCH 2008

MON	TUE	WED	THU	FRI
PMT 3	4	TBPOC Bay 5	6	7
PMT 10	11	BATA OC 12	CTC 13	14
PMT 17	18	19	20	21
CST PMT 24	25	MTC 26	27	28
HOLIDAY 31				

31 - Cesar Chavez's Birthday

APRIL 2008

MON	TUE	WED	THU	FRI
	1	2	TBPOC Bay 3	4
PMT 7	8	BATA OC CTC 9	CTC 10	11
PMT 14	15	16	17	18
PMT 21	22	MTC 23	24	25
PMT 28	29	30		

MAY 2008

MON	TUE	WED	THU	FRI
			1	TBPOC Bay 2
PMT 5	6	Leg. Up. Bay 7	8	1 Final 9
PMT 12	1 Leg 13	BATA OC 14	15	16
PMT CHN 19	20	21	22	23
HOLIDAY 26	RM PMT 27	MTC CTC 28	CTC 29	30

26 - Memorial Day

JUNE 2008

MON	TUE	WED	THU	FRI
PMT 2	3	4	*Publ Acc TBPOC Bay 5	6
PMT 9	10	BATA OC 11	12	13
PMT 16	17	18	19	20
PMT 23	24	MTC CTC 25	CTC 26	27
CST PMT 30				

JULY 2008

MON	TUE	WED	THU	FRI
	1	2	TBPOC Sac 3	HOLIDAY 4
PMT 7	8	BATA OC 9	10	11
PMT 14	15	16	17	18
PMT 21	22	MTC CTC 23	CTC 24	25
PMT 28	29	30	31	

4 - Independence Day

AUGUST 2008

MON	TUE	WED	THU	FRI
				1
PMT 4	5	6	TBPOC Bay 7	2 Final 8
PMT 11	2 Leg 12	13	14	15
PMT CHN 18	19	20	21	22
RM PMT 25	26	CTC 27	CTC 28	29

SEPTEMBER 2008

MON	TUE	WED	THU	FRI
HOLIDAY 1	PMT 2	3	TBPOC Sac 4	5
PMT 8	9	BATA OC 10	11	12
PMT 15	16	17	18	19
CST PMT 22	23	MTC CTC 24	CTC 25	26
PMT 29	30			

1 - Labor Day

OCTOBER 2008

MON	TUE	WED	THU	FRI
		1	TBPOC Bay 2	3
PMT 6	7	BATA OC 8	9	10
HOLIDAY 13	PMT 14	15	16	17
PMT 20	21	MTC CTC 22	CTC 23	24
PMT 27	28	29	30	31

13 - Columbus Day

NOVEMBER 2008

MON	TUE	WED	THU	FRI
PMT 3	4	5	TBPOC Sac 6	3 Final 7
PMT 10	HOLIDAY 11	3 Leg BATA OC CTC 12	CTC 13	14
PMT CHN 17	18	3 Leg 19	20	21
RM PMT 24	25	MTC 26	HOLIDAY 27	HOLIDAY 28

11 - Veteran's Day
27, 28 - Thanksgiving Day and day after

DECEMBER 2008

MON	TUE	WED	THU	FRI
PMT 1	2	3	TBPOC Bay 4	5
PMT 8	9	BATA OC CTC 10	CTC 11	12
PMT 15	16	17	18	19
PMT 22	23	MTC 24	HOLIDAY 25	26
CST PMT 29	30	31		

25 - Christmas Day observed

	Qtrly Rept Schedule
Final	TBPOC Final Comments
Leg	Issue to Legislature & CTC
RM	Risk Management Briefing to PMT
CST	Corridor Schedule Team Briefing to PMT

*Public Access Visioning Conf, 10:00 AM - 1:00 PM
PMT Meetings in Oakland, 1:00 PM - 2:30 PM
TBPOC Meetings in Sacramento, 1:00 PM - 4:00 PM
TBPOC Mtgs in Bay Area, 10:00 AM - 1:00 PM (except Apr 2, 1-4 PM, Jun 5, 1:30-4PM)

ITEM 4: PROGRESS REPORT

a. Draft March 2008 Monthly Progress Report

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 27, 2008

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 4a

Item- Progress Report
Draft March 2008 Monthly Progress Report

Recommendation:
For Information Only / Approval Confirmation

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The PMT approved the February 2008 Monthly Progress Report through delegated TBPOC authority on March 4, 2008, and requests TBPOC confirmation of this approval.

Attached is the draft March 2008 Monthly Progress Report. By meeting time, updated expenditure data and final comments would have been incorporated, and the final version approved by the PMT through TBPOC authority.

Attachment:
Draft March 2008 Monthly Progress Report

Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

Monthly Progress Report
March 2008

DRAFT
Version 3.0
As of March 25, 2008
Pictures and TBSRP tables to be updated

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Released: April 2008

Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

Monthly Progress Report
March 2008

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE
CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

URS Hatch Mott MacDonald
Bay Area Management Consultants
An Association of URS Corporation and Hatch Mott MacDonald

Version 3.0

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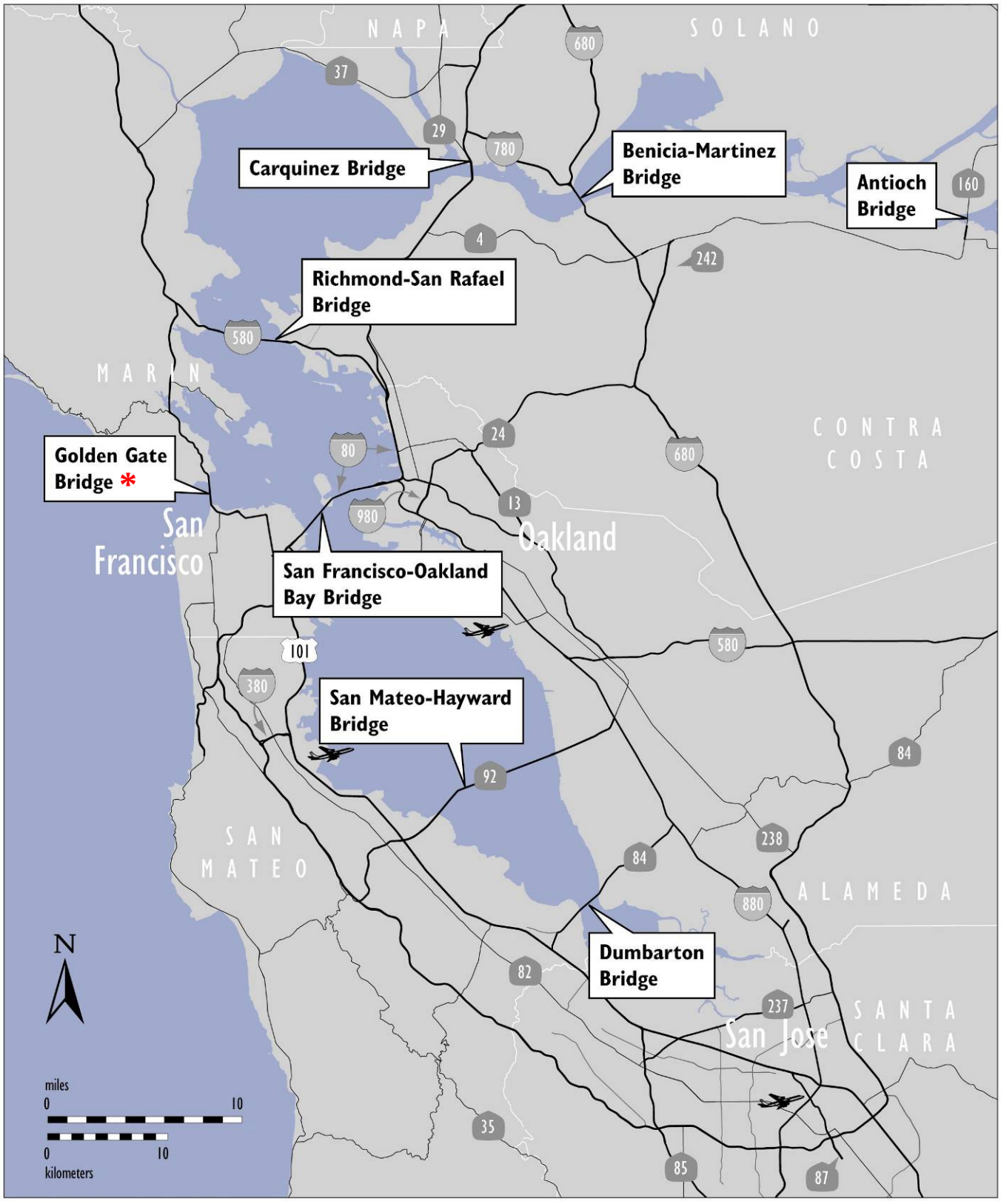
Toll Bridges of the San Francisco Bay Area



* *Under the Jurisdiction of the Golden Gate Bridge, Highway and Transportation District*

INTRODUCTION

In July 2005, Assembly Bill 144, (AB 144) Hancock created the Toll Bridge Project Oversight Committee (TBPOC) to implement a project oversight and project control process for the Benicia-Martinez Bridge project and the state toll bridge seismic retrofit program projects. Comprising the Caltrans' Director, the Bay Area Toll Authority (BATA) Executive Director and the Executive Director of the California Transportation Commission (CTC), the TBPOC's project oversight and control processes include, but are not limited to, reviewing bid specifications and documents, providing field staff to review ongoing costs, reviewing and approving significant change orders and claims in excess of $1 million (as defined by the committee) and preparing project reports.

AB 144 identified the Toll Bridge Seismic Retrofit Program and the new Benicia-Martinez Bridge Project as being under the direct oversight of the TBPOC. The Toll Bridge Seismic Retrofit Program includes:

Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Construction
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Complete
San Mateo-Hayward Bridge Seismic Retrofit	Complete
Richmond-San Rafael Bridge Seismic Retrofit	Complete
Eastbound Carquinez Bridge Seismic Retrofit	Complete
New Benicia-Martinez Bridge Seismic Retrofit	Complete
San Diego-Coronado Bridge Seismic Retrofit	Complete
Vincent Thomas Bridge Seismic Retrofit	Complete

The new Benicia-Martinez Bridge is part of a larger program of toll-funded projects, called the Regional Measure 1 (RM1) Toll Bridge Program, under the responsibility of the BATA. While the rest of the projects in the RM1 program are not directly under the responsibility of the TBPOC, BATA and Caltrans (CT) will continue to report on their progress as an informational item. The RM1 program includes:

RM1 Projects	Open to Traffic Status
1927 Carquinez Bridge Demolition	Complete
Interstate 880/State Route 92 Interchange Reconstruction	Construction
New Benicia-Martinez Bridge	Open
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Open
Richmond-San Rafael Bridge Trestle, Fender & Deck Joint Rehabilitation	Open
Westbound Carquinez Bridge Replacement	Open
San Mateo-Hayward Bridge Widening	Open
State Route 84 Bayfront Expressway Widening	Open
Richmond Parkway	Open

This report focuses on identifying critical project issues and monitoring project cost and schedule performance for the projects as measured against approved budgets and schedule milestones. This report is intended to fulfill Caltrans' requirement to provide monthly project progress reporting to the TBPOC under Section 30952.05 of the Streets and Highway Code.

EXECUTIVE SUMMARY

Toll Bridge Seismic Retrofit Program—Cost ($ Millions)

Project	Work Status	AB 144 / SB 66 Budget (07/20/05)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (01/2008)	Cost Forecast*	At-Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
SFOBB East Span Replacement Project								
Capital Outlay Support		959.4	-	959.4	569.6	977.1	17.7	●
Capital Outlay Construction								
Skyway	Construction	1,293.0	-	1,293.0	1,205.7	1,293.0	-	●
SAS E2/T1 Foundations	Construction	313.5	-	313.5	267.9	313.5	-	●
SAS Superstructure	Construction	1,753.7	-	1,753.7	361.1	1,767.4	13.7	●
YBI Detour	Design/Const	131.9	202.5	334.4	136.6	334.4	-	●
YBI Transition Structures	Design	299.3	(23.2)	276.1	-	276.1	-	●
* YBITS Contract No. 1					-	214.3		
* YBITS Contract No. 2					-	58.5		
* YBITS Contract No. 3 - Landscape					-	3.3		
Oakland Touchdown (OTD)		283.8	-	283.8	47.9	302.5	18.7	
* OTD Submarine Cable	Complete				7.9	9.6		●
* OTD No. 1 (Westbound)	Construction				40.1	226.5		●
* OTD No. 2 (Eastbound)	Design				-	62.0		●
* OTD Electrical Systems	Design				-	4.4		●
Existing Bridge Demolition	Design	239.2	-	239.2	-	222.0	(17.2)	●
Stormwater Treatment Measures	Construction	15.0	3.3	18.3	15.8	18.3	-	●
East Span Completed Projects		90.3	-	90.3	89.2	90.3	-	
Right-of-Way and Environmental Mitigation		72.4	-	72.4	38.8	72.4	-	●
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)	
Total SFOBB East Span Replacement Project		5,486.6	179.2	5,665.8	2,733.3	5,674.7	8.9	
SFOBB West Approach Replacement	Construction							●
Capital Outlay Support		120.0	-	120.0	102.2	120.0	-	
Capital Outlay Construction		309.0	-	309.0	268.2	350.7	41.7	●
Total SFOBB West Approach Replacement		429.0	-	429.0	370.4	470.7	41.7	
Richmond-San Rafael Bridge Retrofit	Complete							●
Capital Outlay Support		134.0	(7.0)	127.0	126.7	127.0	-	
Capital Outlay Construction & Right-of-Way		780.0	(82.0)	698.0	666.6	698.0	-	
Total Richmond-San Rafael Bridge Retrofit		914.0	(89.0)	825.0	793.3	825.0	-	
Program Completed Projects	Complete							
Capital Outlay Support		219.8	-	219.8	219.4	219.8	-	
Capital Outlay Construction		705.6	-	705.6	698.2	705.6	-	
Total Program Completed Projects		925.4	-	925.4	917.6	925.4	-	
Miscellaneous Program Costs		30.0	-	30.0	24.7	30.0	-	
Program Contingency		900.0	(90.2)	809.8	-	759.2	(50.6)	
Total Toll Bridge Seismic Retrofit Program		8,685.0	-	8,685.0	4,839.3	8,685.0	-	

● *Within Approved Current Schedule and Budget*
● *Potential Cost and Schedule Impacts: Possible future need for Program Contingency Allocation*
● *Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming*

**Current contract allotment to install two submarine electrical cables is $11.5 million. Additional non-program funding to support this allocation beyond the $9.6 million of available program funds has been made available by the Treasure Island Development Authority.*

Notes: Details may not sum to totals due to rounding effects.
Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.

Toll Bridge Seismic Retrofit Program—Schedule

Project	AB 144 / SB 66 Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (01/2008)	Project Complete Schedule Forecast (01/2008)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d = b + c	e	f = e – d	g	h
SFOBB East Span Replacement Project							
Skyway	Apr 07	8	Dec 07	Dec 07	-	●	See page 11.
SAS E2/T1 Foundations	Jun 08	(3)	Mar 08	Jan 08	(2)	●	
SAS Superstructure	Mar 12	12	Mar 13	Mar 13	-	●	See Note.
YBI Detour	Jul 07	36	Jun 10	Jun 10	-	●	See discussion on pages 18 and 19.
YBI Transition Structures	Nov 13	12	Nov 14	Nov 14	-	●	
Oakland Touchdown (OTD)	Nov 13	12	Nov 14	Nov 14	-	●	See Note.
• OTD Submarine Cable	n/a		Jan 08	Jan 08	-	●	
• OTD Westbound	n/a		Jan 10	Jan 10	-	●	
• OTD Eastbound	n/a		Nov 14	Nov 14	-	●	
Existing Bridge Demolition	Sep 14	12	Sep 15	Sep 15	-	●	See Note.
Stormwater Treatment Measures	Mar 08	-	Mar 08	Mar 08	-	●	
♦ Open to Traffic Date: Westbound	Sep 11	12	Sep 12	Sep 12	-	●	See Note.
♦ Open to Traffic Date: Eastbound	Sep 12	12	Sep 13	Sep 13	-	●	See Note.
SFOBB West Approach Replacement	Aug 09	-	Aug 09	Jan 09	(7)	●	
♦ Open to Traffic Date: Mainline Realignment	n/a	-	Apr 08	Apr 08	-	●	
Richmond-San Rafael Bridge							
• Seismic Retrofit	Aug 05	-	Aug 05	Oct 05	2	●	Seismic retrofit completed July 29, 2005. Formal acceptance of contract October 28, 2005. $89 million has been transferred to Program Contingency.
• Public Access Project	n/a	-	May 07	Sept 07	4	●	See page 33.

Note: Schedules for selected projects and the Open to Traffic dates were extended by 12 months from the AB144/SB66 baseline schedule due to Addenda #5 and #7 on the SAS Superstructure contract.

Regional Measure 1 Program—Cost ($ Millions)

Project	Work Status	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (02/2008)	Cost Forecast*	At-Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
New Benicia-Martinez Bridge Project	Construction							●
Capital Outlay Support		157.1	35.2	192.3	179.1	192.3	-	
Capital Outlay Construction		861.6	173.5	1,035.1	954.0	1,035.1	-	
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	12.4	20.3	-	
Project Reserve		20.8	4.0	24.8	-	24.8	-	
Total New Benicia-Martinez Bridge Project		1,059.9	212.6	1,272.5	1,145.5	1,272.5	-	
Carquinez Bridge Replacement Project	Construction							●
Capital Outlay Support		124.4	(0.2)	124.2	122.7	122.6	(1.6)	
Capital Outlay Construction		381.2	3.2	384.4	377.3	384.5	0.1	
Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-	
Project Reserve		12.1	(3.0)	9.1	-	0.6	(8.5)	
Total Carquinez Bridge Replacement Project		528.2	-	528.2	509.9	518.2	(10.0)	
I-880/SR-92 Interchange Reconstruction	Construction							●
Capital Outlay Support		28.8	26.2	55.0	36.5	55.0	-	
Capital Outlay Construction		94.8	60.2	155.0	-	155.0	-	
Capital Outlay Right-of-Way		9.9	5.1	15.0	9.5	16.9	1.9	
Project Reserve		0.3	19.7	20.0	-	20.0	-	
Total I-880/SR-92 Interchange Reconstruction		133.8	111.2	245.0	46.0	246.9	1.9	
Program Completed Projects	Complete							
Capital Outlay Support		62.0	(5.0)	57.0	57.4	58.8	1.8	
Capital Outlay Construction		324.4	3.6	328.0	308.1	313.0	(15.0)	
Capital Outlay Right-of-Way		1.7	-	1.7	0.5	0.8	(0.9)	
Project Reserve		2.6	1.4	4.0	-	7.1	3.1	
Total Program Completed Projects		390.7	-	390.7	366.0	379.7	(11.0)	
Total Regional Measure 1 Program		2,112.6	323.8	2,436.4	2,067.4	2,417.3	(19.1)	

● *Within Approved Current Schedule and Budget*

● *Potential Cost and Schedule Impacts: Possible future need for Program Contingency Allocation*

● *Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming*

Note: Details may not sum to totals due to rounding effects.

Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.

Regional Measure 1 Program—Schedule

Project	BATA Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (01/2008)	Project Complete Schedule Forecast (02/2008)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d = b + c	e	f = e - d	g	h
New Benicia-Martinez Bridge Project							
• New Benicia-Martinez Bridge	Dec 07	-	Oct 07	Oct 07	-	●	Bridge was opened on August 25, 2007.
• Existing Bridge & Interchange Modifications	Dec 09	-	Dec 09	Dec 09	-	●	
• I-680/I-780 Interchange Replacement	Dec 07	-	Dec 07	Dec 07	-	●	
• Open to Traffic Date	Dec 07	-	Aug 07	Aug 07	-	●	
1927 Carquinez Bridge Demolition Project	Dec 07	-	Dec 07	Dec 07	-	●	
I-880/SR-92 Interchange Reconstruction	Dec 10	-	Jun 11	Jun 11		●	Contract was awarded on August 28, 2007 with the approval of the State budget.

Highlights of Project/Program Activities and TBPOC Actions for March 2008

Toll Bridge Seismic Retrofit Program

SFOBB East Span Seismic Replacement Project

- On the Yerba Buena Island (YBI) Detour Contract, Caltrans and its contractor are now focusing on completing the YBI Advanced Work and the detour viaduct to be constructed just south of the existing bridge. Viaduct bent caps 49, 50 and 51 are substantially complete. Erection of the viaduct has started. The 65% design of the East Tie-in was delivered.

- On the Self-Anchored Suspension Span (SAS) E2/T1 Foundation Contract, Caltrans has accepted the project on January 18, 2008.

- On the Skyway Contract, all major structural work has been completed. Ongoing punchlist work includes painting, and installation of the overhead signs. Work is forecast to be completed by March 2008.

- On the SAS Superstructure Contract, Caltrans and its contractor are working on final trial mock-ups of the steel tower and deck sections. The contractor poured the first lift for the pier table at W2. The temporary tower subcontractors' have started field work on temporary towers A and B which will support the SAS during erection. The contractor completed the production of the barge that will carry the shearleg crane used to erect the SAS. The barge has left the fabrication facility and is heading to China. Fabrication of the shearleg crane in China has started. Fabrication of the saddle is 35% complete.

- On the Stormwater Treatment Measures contract, construction work was completed in December.

SFOBB West Approach Seismic Retrofit Project

- On the San Francisco-Oakland Bay Bridge West Approach Project, Caltrans is continuing with the final major phase of the project – the reconstruction of the eastbound I-80 approach structure from 5th Street to the San Francisco anchorage. Caltrans is forecasting that the major mainline traffic switch will occur in April of 2008. Overall, the contract is forecast to be completed in January 2009.

- The TBPOC is forecasting an increase to the final cost of the West Approach Project, however, costs are well within the TBSRP program contingency and will result in no change to the overall program budget. These additional costs can be attributed to a number of changes made to complete this very complex project ahead of schedule and performed in a safe and constructible manner with the least impact to the traveling public.

Richmond-San Rafael Bridge Seismic Retrofit Project

- On the Richmond-San Rafael Bridge Seismic Retrofit Project, Caltrans has concluded negotiations with regulatory agencies on pile driving issues and impacts to fisheries and a settlement has been reached and payment has been made.

Regional Measure 1 Program

New Benicia-Martinez Bridge Project

- On October 31, 2007, Caltrans opened bids on a contract to modify the existing Benicia-Martinez Bridge to southbound only traffic and a new bike and pedestrian pathway. The contract was awarded on November 21, 2007 to American Civil Constructors and Top Grade Construction Joint Venture. The 1st contract working day was on January 14, 2008. The contract is approximately 7% complete. Removal and repair of unsound concrete at the existing Benicia Bridge is ongoing and will proceed to the Mococco Overcrossing when complete. Sheet pile installation, assembly of the traveler, and joint repair works of the existing bridge, are continuing. The contract is expected to take approximately two years. (See detailed progress status on page 38).

I-880/SR-92 Interchange Project

- On the Interstate 880/State Route 92 Interchange Contract, the contract has been awarded to a joint venture of FCI Constructors and Granite Construction. Caltrans approved the contract on September 28, 2007 and the first contract day of the project was October 26, 2007. The contract schedule status as of the end of February 2008 is approximately 18% complete. Temporary ramps have been completed and are now open to traffic. Foundation and pile diving work on the new north connector bridge from WB SR-92 to NB I-880 has begun. At the new Eldridge Avenue pedestrian overcrossing (POC) at I-880, pile driving for the structure is complete on the west side of I-880. Work is ongoing to complete the temporary Calaroga Ave. Overcrossing at SR-92. Several retaining walls are also under construction to provide access for stage construction. (See detailed progress status on page 39).

New Carquinez Bridge Project

- On the 1927 Carquinez Bridge Demolition Contract, Caltrans and its Contractor have completely removed the old bridge. The contract was completed in December 2007. Construction of the Austin Vault sand filter was completed on March 11, 2008, while the irrigation and landscape north of the crossover began on March 17, 2008. Caltrans is in the process of completing various CCOs and accepting the contract.

The New Carquinez Bridge From the North East

PROJECT / CONTRACT REPORTS

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary

- Skyway Contract
- Self-Anchored Suspension (SAS) E2/T1 Foundations Contract
- Self-Anchored Suspension (SAS) Superstructure Contract
- Yerba Buena Island (YBI)
    - Yerba Buena Island (YBI) Detour Contract
    - Yerba Buena Island (YBI) Transition Structure Contracts
- Oakland Touchdown (OTD)
    - Oakland Touchdown (OTD) Submarine Cable Relocation Contract
    - Oakland Touchdown (OTD) #1 Contract
    - Oakland Touchdown (OTD) #2 Contract
- Other Major Contracts
- Other Contracts and Related Project Work

San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project

Richmond-San Rafael Bridge Seismic Retrofit Project

Other Completed Seismic Retrofit Projects

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary

Project Description: The East Span will be seismically retrofitted through the complete replacement of the existing span. The remaining effort for this project consists of the following contracts: Skyway—construction of two parallel concrete structures, each approximately 1.3 miles in length; Self-Anchored Suspension (SAS) Foundation—construction of SAS marine foundations; SAS Superstructure—construction of a self-anchored 385-meter main span superstructure incorporating a 160-meter fabricated structural steel tower with a main cable and inclined suspenders that will support steel orthotropic decks; Yerba Buena Island (YBI) Detour—design and construction of a temporary double-deck bypass structure that will detour traffic to the existing SFOBB while completing the westerly permanent tie-in structure of the new East Span at Yerba Buena Island; YBI Structures—construction of a new structure connecting the western end of the self-anchored suspension to the Yerba Buena Island viaduct, which will be retrofitted; Oakland Touchdown—at the Oakland end of the East Span, construction of two parallel, cast-in-place post-tensioned concrete viaducts, which join the Skyway to the at-grade Oakland approach fill; and Existing Bridge Demolition—demolition of the existing 1936 SFOBB East Span structure after the construction and placement of traffic onto the new East Span.

SFOBB East Span Replacement Cost Summary ($ Millions)

Contract	AB 144/ SB 66 Budget	Approved Changes	Current Approved Budget	Cost To Date (01/2008)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	959.4	-	959.4	569.6	977.1	17.7
Capital Outlay	-	-	-	-	-	-
Skyway	1,293.0	-	1,293.0	1,205.7	1,293.0	-
SAS E2/T1 Foundations	313.5	-	313.5	267.9	313.5	-
SAS Superstructure	1,753.7	-	1,753.7	361.1	1,767.4	13.7
YBI Detour	131.9	202.5	334.4	136.6	334.4	-
YBI Transition Structures	299.3	(23.2)	276.1	-	276.1	-
* YBITS 1				-	214.3	
* YBITS 2				-	58.5	
* YBITS 3 - Landscape				-	3.3	
Oakland Touchdown	283.8	-	283.8	47.9	302.5	18.7
* OTD Submarine Cable				7.9	9.6	
* OTD Westbound				40.1	226.5	
* OTD Eastbound				-	62.0	
* OTD Electrical Systems				-	4.4	
Existing Bridge Demolition	239.2	-	239.2	-	222.0	(17.2)
Stormwater Treatment Measures	15.0	3.3	18.3	15.8	18.3	-
East Span Completed Projects	90.3	-	90.3	89.2	90.3	-
Right-of-Way and Environmental Mitigation	72.4	-	72.4	38.8	72.4	-
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
TOTAL	5,486.6	179.2	5,665.8	2,733.3	5,674.7	8.9

SFOBB East Span Replacement Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2008)	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)
Skyway	April 2007	8	December 2007	December 2007	-
YBI Detour*	July 2007	36	June 2010	June 2010	-
Stormwater Treatment Measures	March 2008	-	March 2008	March 2008	-
SAS E2/T1 Foundations	June 2008	(3)	March 2008	March 2008	-
SAS Superstructure	March 2012	12	March 2013	March 2013	-
Oakland Touchdown (OTD)	November 2013	12	December 2014	December 2014	-
* OTD Submarine Cable	n/a		January 2008	January 2008	-
* OTD No. 1 (Westbound)	n/a		January 2010	January 2010	-
* OTD No. 2 (Eastbound)	n/a		November 2014	November 2014	-
YBI Transition Structure*	November 2013	12	November 2014	November 2014	-
Existing Bridge Demolition*	September 2014	12	September 2015	September 2015	-
Open to Traffic: Westbound	September 2011	12	September 2012	September 2012	-
Open to Traffic: Eastbound	September 2012	12	September 2013	September 2013	-

**Contract schedules being further assessed due to changes in SAS schedule.*

Project Status: Construction is substantially complete for the Skyway contract. Construction is complete for the SAS E2/T1 Foundations and Stormwater Treatment Measures contracts. Construction is currently on going for the YBI Detour, SAS Superstructure, and OTD #1 (Westbound) contracts. Contracts in design include the OTD #2 (eastbound), the YBI Transition Structure (YBITS) Contract #1, YBITS Contract #2 and the Existing Bridge Demolition contract. Design of each contract is proceeding per its schedule requirements.

Project Issues: All projects except Demolition have a Risk Response Team and a Risk Register incorporating quantitative risk analyses. A preliminary risk register has also been developed for Capital Outlay Support (COS) costs, as well as a program-level risk register that captures risks common to all project. The development of a quantitative COS risk analysis is on-going and is trending higher COS costs for the project.

The Risk Response Team for COS is evaluating the analysis and risk response actions to mitigate. Many of the actions have been effective, as evidenced by a reduction of risk impacts on the Skyway and E2/T1 contracts from the previous quarter. The effort to develop and execute risk response actions to mitigate the cost and schedule impacts posed by risk issues continues to be a high priority.

Recent TBPOC Actions: See the following contract detail pages for specific TBPOC actions on East Span contracts.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

SKYWAY CONTRACT

Contract Description: The Skyway contract constructs two parallel pre-cast concrete approach spans from Oakland to the self-anchored suspension span near Yerba Buena Island.

Skyway Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (01/2008)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - Skyway						
Capital Outlay Support	197.0	-	197.0	175.7	197.0	-
Capital Outlay Construction	1,293.0	-	1,293.0	1,205.7	1,293.0	-
TOTAL	1,490.0	-	1,490.0	1,381.4	1,490.0	-

Note: Details may not sum to totals due to rounding effects.

Skyway Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2008))	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)
East Span - Skyway	April 2007	8	December 2007	December 2007	-

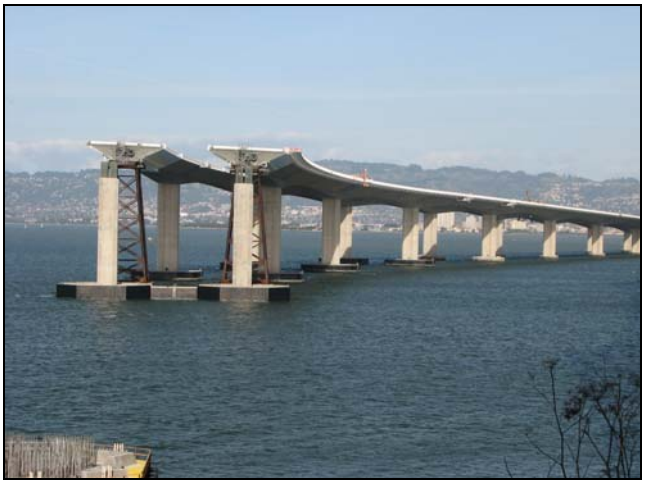
Contract Status: The Skyway Contract is substantially complete. Minor punchlist work on hand railings, overhead signage and other work will be completed by March 2008 barring any delays due to weather. The eastbound and westbound structures are 100% complete with the erection of all segments and the eastbound polyester overlay has also been completed.

Contract Issues: **None.**

Recent TBPOC Actions: The TBPOC approved the settlement with KFM/USI to resolve the outstanding NOPCs related to the Orthotropic Box Girder.

Contract Photographs

Skyway – Westbound City and County Limits Sign



Skyway – Looking East

Skyway – Overhead Sign

Skyway – Eastbound City and County Limits Sign

Skyway – Touchup Paint on the Bike Path Rail

Skyway - Touchup Paint on the Bike Path Rail

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

SELF-ANCHORED SUSPENSION (SAS) E2/T1 FOUNDATIONS CONTRACT

Contract Description: The Self-Anchored Suspension (SAS) E2/T1 Foundations contract constructs the main tower foundation at T1 and the adjacent east foundation at E2. (See diagram pg. 14)

SAS E2/T1 Foundations Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (01/2008)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - SAS E2 / T1 Foundations						
Capital Outlay Support	52.5	(11.0)	41.5	26.7	41.5	-
Capital Outlay Construction	313.5	-	313.5	267.9	313.5	-
TOTAL	366.0	(11.0)	355.0	294.6	355.0	-

Note: Details may not sum to totals due to rounding effects.

SAS E2/T1 Foundations Schedule Summary

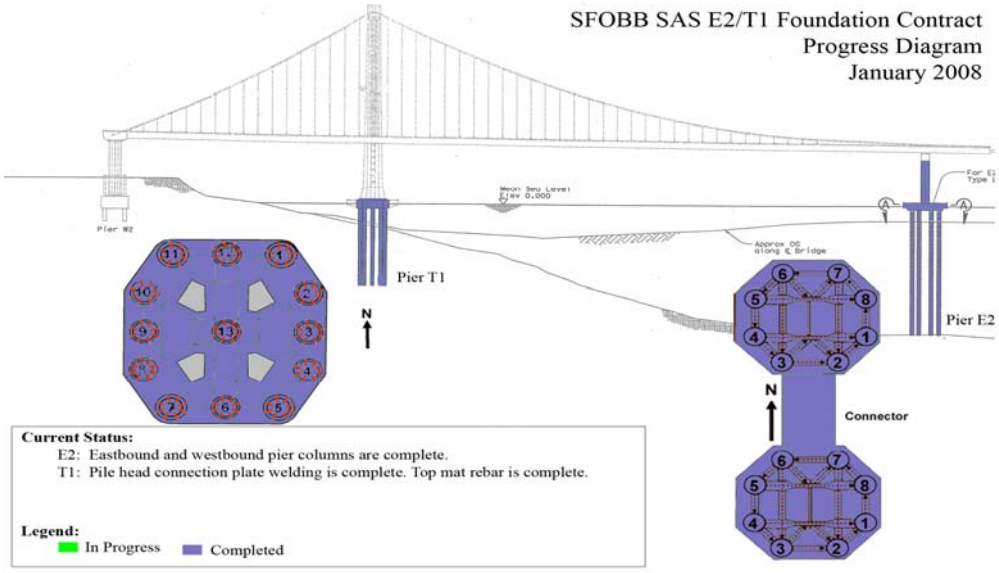
Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2008)	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)
East Span - SAS E2 / T1 Foundations	June 2008	(3)	March 2008	January 2008	(2)

Contract Status: The SAS Marine Foundations Contract was completed in January 2008.

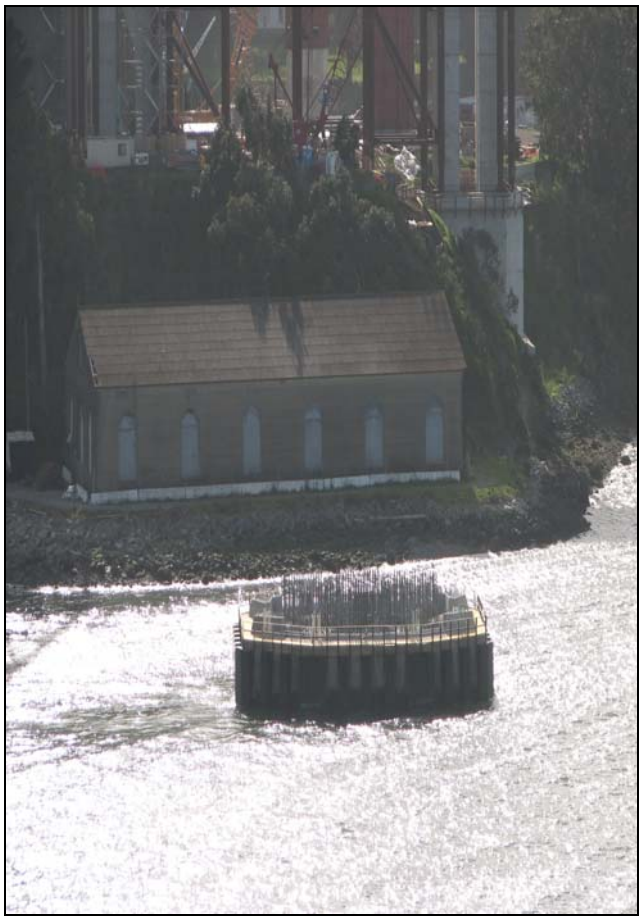
Issue	Mitigating Action
The contractor has outstanding potential claims for added cost of work due to CCOs 17 and 18 and for impacts to the pile fabricators. The contractor may potentially claim additional compensation for equipment costs incurred in the delay recognized in CCO56S1.	The Department is evaluating the issues. Pending their findings, the Department may settle these disputes. There is sufficient contract budget to resolve these issues.

Recent TBPOC Actions: None.

Project Diagram and Photographs



E2-T1 - Completed E2 Westbound & Eastbound



E2-T1 - Completed T1 Footing

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

SELF-ANCHORED SUSPENSION (SAS) SUPERSTRUCTURE CONTRACT

Contract Description: The Self-Anchored Suspension (SAS) Superstructure contract constructs a signature tower span between the Skyway and the Yerba Buena Island transition structure. Work on the SAS bridge has been split between three contracts—the SAS Superstructure (under construction), the SAS E2/T1 Foundation (under construction), and the SAS W2 Foundation (completed).

SAS Superstructure Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (01/2008)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - SAS Superstructure						
Capital Outlay Support	214.6	-	214.6	65.6	214.6	-
Capital Outlay Construction	1,753.7	-	1,753.7	361.1	1,767.4	13.7
TOTAL	1,968.3	-	1,968.3	426.7	1,982.0	13.7

Note: Details may not sum to totals due to rounding effects.

SAS Superstructure Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2008)	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)
East Span - SAS Superstructure	March 2012	12	March 2013	March 2013	-

Contract Status: The contract is 25% complete as February 20, 2008. The contractor, American Bridge Fluor Enterprises, Inc., a Joint Venture (ABF), and their subcontractors continue to prepare and submit requests for information and submittals for Caltrans review and response, including schedule updates. The schedule update for January 2008 was submitted and is under review. The manufacturing of the barge was completed and is currently being shipped to China. Crane fabrication has started in China. Civil construction work has started at the W2 foundation with falsework for the pier table. The first lift concrete pour at the W2 Bent was poured in February 2008. The fabricators for the temporary towers and trusses have been selected by the contractor and fabrication is underway. The temporary tower subcontractors' have started field work on temporary towers A and B west foundation pile cap.

Caltrans and its contractor are working on final trial mock-ups of the steel tower. Two of the three tower mock-ups will be completed by end of March 2008. The OBG mock-up was completed. Fabrication of the OBG sides and bottom plates has started. The Hinge "K" Pipe Beam fabrication is in progress. In addition, the high strength pre-stressing rods for the Hinge "K" Pipe Beam have been manufactured and delivered. Fabrication of the saddle is 35% complete. The cable band friction test was conducted successfully at Pier 7 in February 2008.

Contract Issues:

Issue	Mitigating Action
Caltrans has identified the need for added resources to monitor work at the ZPMC steel fabrication facilities in China.	Caltrans has set up facilities and organized resources that will ensure an effective Owner's presence in the steel fabrication shops.
Potential for cost increases during construction due to steel plate conflicts. Applies to structural steel, including the towers and box girders.	Establish Working Drawing Campus with Contractor to facilitate discussion about conflicts and meet regularly. Caltrans has constructed models and identified conflicts, for which CCOs are to be prepared.

Recent TBPOC Actions: None

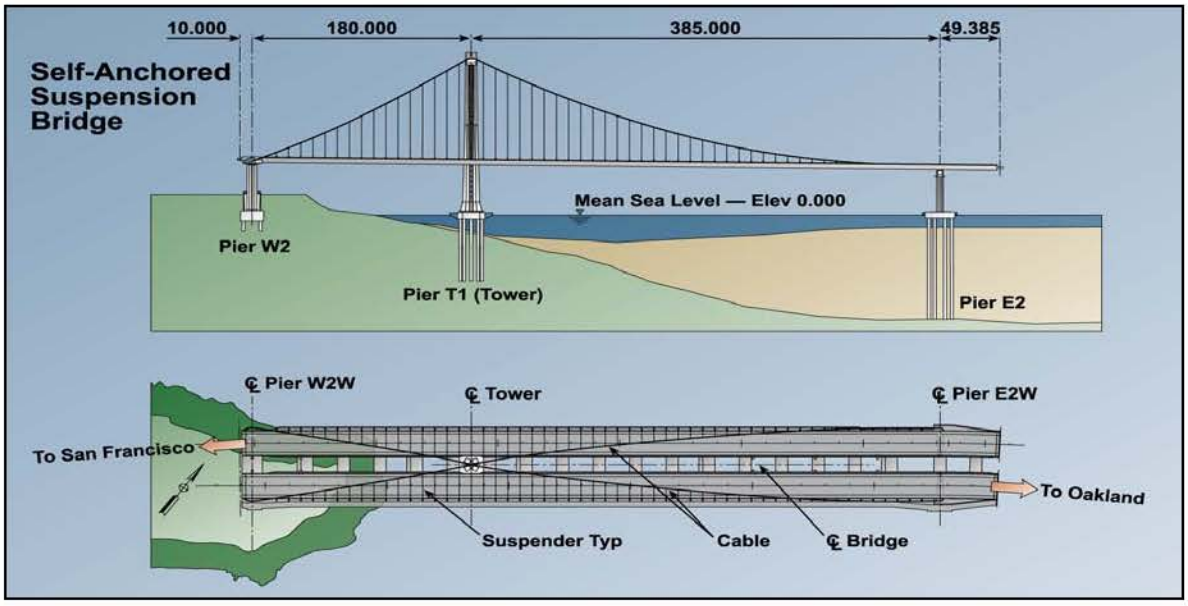
Contract Photographs

SAS - W2 Bent Cap First Lift Concrete Pour

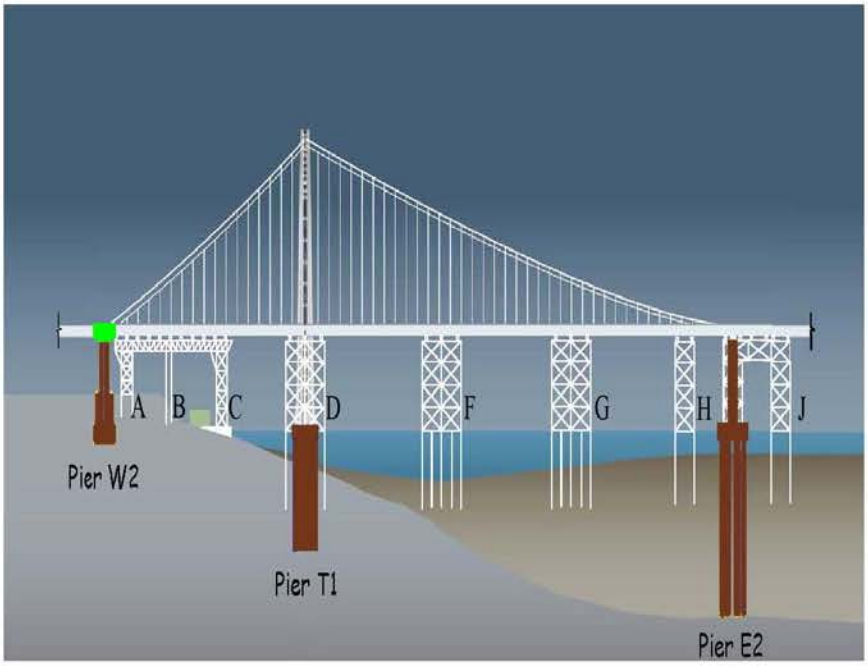
SAS - Falsework at W2

SAS - W2 Bent Cap First Lift Concrete Pour

SAS - W2 Falsework Looking West



SAS Superstructure Construction Progress



Field work to be completed
Field work in progress
Completed field work
Part of W2 and E2/T1 contract

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

YERBA BUENA ISLAND DETOUR (YBID)

• YBI DETOUR CONTRACT

Contract Description: The YBI Detour constructs a temporary detour from the YBI tunnel to the existing east span of the Bay Bridge. This detour maintains traffic on the existing bridge while the YBI Transition Structure Contract completes the tie-in from the SAS to the existing tunnel.

YBI Detour Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (01/2008)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
YBI Detour						
Capital Outlay Support	29.5	10.0	39.5	35.5	39.5	-
Capital Outlay Construction	131.9	202.5	334.4	136.6	334.4	-
TOTAL	161.4	212.5	373.9	172.1	373.9	-

Note: Details may not sum to totals due to rounding effects.

YBI Detour Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2008)	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)
YBI Detour *	July 2007	36	June 2010	June 2010	-

** Contract schedule under assessment. See Contract Issues on the following page.*

Contract Status: The YBI Detour Contract was awarded in early 2004 to construct a temporary detour structure providing for, at that time, a new bridge opening in 2006. Due to the re-advertisement of the SAS superstructure contract in 2005, the bridge opening was rescheduled to 2013, which necessitated a temporary suspension of the YBI Detour contract and design changes. The required suspension of work and design revisions has resulted in increased cost for the YBI Detour contract.

In 2006, the TBPOC approved a plan to pace work on the project, to have Caltrans assume design responsibility over the east and west tie-ins, and to make changes to the detour structures to allow it to stand in place alone for a longer duration than originally intended. The YBI Detour contract is now forecast to be completed in 2010 consistent with the planned westbound opening date of 2012 for the new bridge.

In addition to the revised contract completion date, the TBPOC approved on February 15, 2007 to advance foundation and retrofit work from the Yerba Buena Island Transition Structures (YBITS) contract to the YBI Detour contract. Advancing the work will reduce overall project schedule risk by taking work off the critical path for the East Span project while making more effective use of the extended YBI Detour contract duration, and will enable potential acceleration of the SAS construction pending negotiation with American Bridge.

Fabrication of the temporary viaduct detour is progressing in Pohang, Korea. The second shipment of the Viaduct has arrived at the Port of San Francisco. Construction of the viaduct bent caps 49, 50 and 51is substantially complete.

Construction of the remaining viaduct column bent cap is in progress. The contractor has started the steel erection of span 48 of the viaduct.

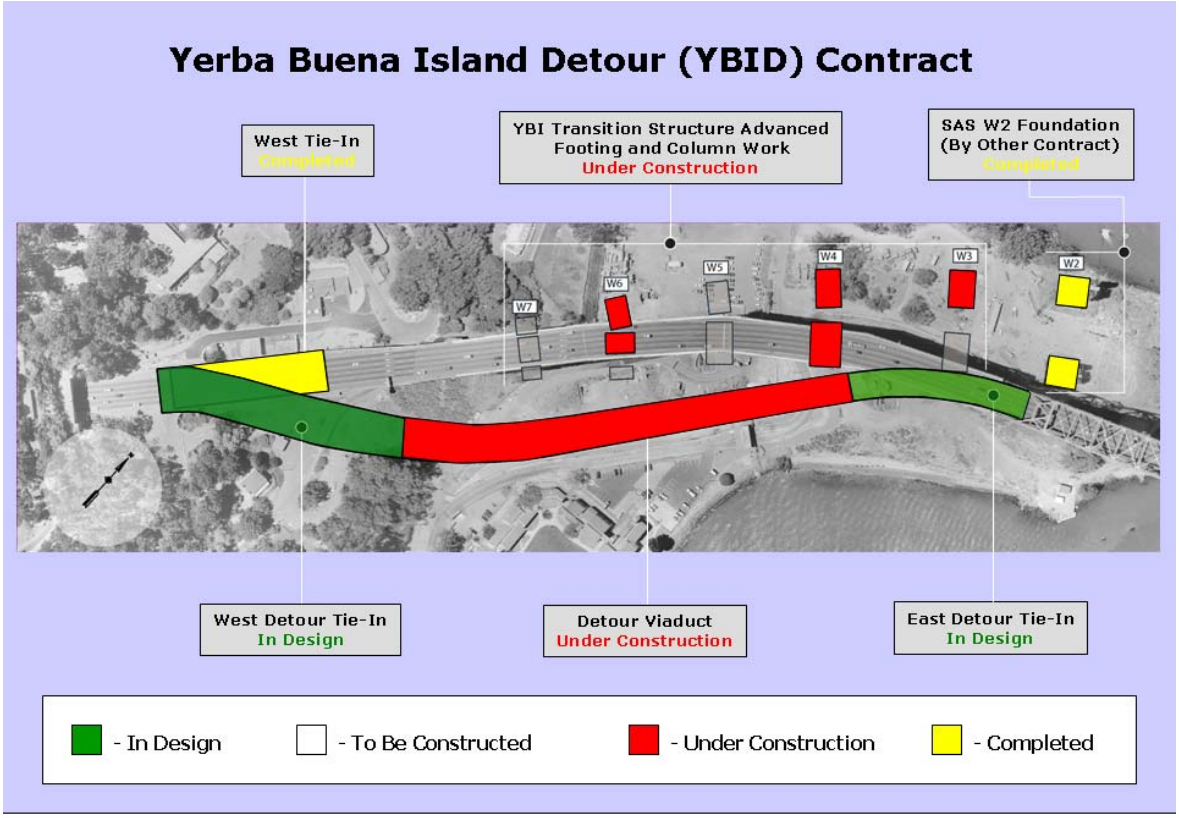
The contractor is preparing for the relocation of the existing pump station, and has completed the relocation of the AT&T line. Caltrans has also delivered the West Tie-In Phase II design and portions of the east and west tie-in designs.

As part of the YBI Advanced work, the contractor has completed driving the piles at W6L and W6R-N. The contractor poured the concrete at the footings. The second lift of concrete pour for W4L has been completed. The W4R CIDH piles are complete.

Recent TBPOC Actions: CCO 80 "Erection Costs for Viaduct Design Changes" and CCO 112S0 "Procurement of 5m Diameter Tower Legs for the Skid System" were approved at the January 2008 TBPOC meeting.

Contract Issues:

Issue	Mitigating Action
Caltrans will need to negotiate a number of contract change orders to implement the aforementioned changes to the contract, including the Labor Day Deck Roll-in, the advancement of the W7 YBI Transition Structure Work, design enhancements to the detour structure, and other work. The cost of the negotiated changes may result in increased contract costs.	The TBPOC has approved a plan of action to implement the changes. Caltrans currently negotiating outstanding contract changes.



Contract Photographs

YBID – Relocation of AT&T Fiber Optic Line

YBID – YBI Advanced Work W6L Footing

YBID – Completed Bent Cap at Bent 51

YBID – YBI Advanced Work W6L

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

YBI TRANSITION CONTRACTS (YBITS)

Contract Description: The YBI Transition Structure contracts will construct the mainline YBI transition structures (YBITS) that will connect the SAS portion of the new bridge to the newly rolled in WTI Phase I structure. YBITS #1 will construct the mainline approach structure from the new bridge to the WTI Phase I structure. YBITS #2 will demolish the YBI Detour temporary structure, complete the new eastbound on-ramp, reconstruct local affected facilities at YBI, and complete the bike path from the SAS to YBI (except for a section of the path that conflicts with existing column E1). That section of the path is contemplated to be completed in the demolition contract. A YBI Landscaping Contract will restore slopes and vegetation in areas affected by YBI construction.

YBI Transition Structure Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (01/2008)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	78.7	-	78.7	18.3	78.7	-
Capital Outlay Construction						
* YBITS Contract #1				-	214.3	
* YBITS Contract #2				-	58.5	
* YBITS Contract #3 - Landscape				-	3.3	
Total Capital Outlay Construction	299.3	(23.2)	276.1	-	276.1	-
TOTAL	378.0	(23.2)	354.8	18.3	354.8	-

Note: Details may not sum to totals due to rounding effects.

YBI Transition Structure Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2008)	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)
YBI Transition Structure	November 2013	12	November 2014	November 2014	-

Contract Status: In February 2007, the TBPOC approved a plan to accelerate portions of the YBITS work by adding it to the YBI Detour Contract. The new forecast for the YBITS contract excluding the advance work is $276.1 million which is a net reduction of $23.2 million from the AB 144/SB 66 budget. Caltrans is preparing the remaining portion of the YBITS # 1 Contract for advertisement in 2008. See the YBI Detour Contract Status on page 18 for more information.

Contract Issues: None.

Recent TBPOC Actions: None.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

OAKLAND TOUCHDOWN CONTRACTS

Contract Descriptions: The Oakland Touchdown #1 Contract includes construction of all marine foundations, and land foundations (except for the eastbound abutment), westbound bridge section, and one frame of the eastbound bridge section and roadway approach for the section connecting the new Skyway portion to the roadway west of the Oakland Toll Plaza.

The Oakland Touchdown #2 Contract includes construction of the remaining eastbound bridge section and roadway approach for the section connecting the new Skyway portion to the roadway west of the Oakland Toll Plaza. This work would occur once the westbound traffic is shifted onto the new westbound bridge, including the SAS.

The Submarine Cable Relocation Contract replaced the existing submarine electrical cable from Oakland to Treasure Island and was completed ahead of the OTD Contract #1 which avoided potential construction conflicts.

Oakland Touchdown Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (01/2008)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	74.4	-	74.4	30.7	92.1	17.7
Capital Outlay Construction						
OTD Submarine Cable	-	-	-	7.9	9.6	-
Oakland Touchdown #1	-	-	-	40.1	226.5	-
Oakland Touchdown #2	-	-	-	-	62.0	-
Oakland Touchdown Electrical	-	-	-	-	4.4	-
Total Capital Outlay Construction	283.8	-	283.8	47.9	302.5	18.7
TOTAL	358.2	-	358.2	78.6	394.6	36.4

Note: Details may not sum to totals due to rounding effects. The allocation of AB144/SB 66 budgets is proceeding. Budget amount is TBD. Overall OTD budgets and forecasts are shown on page 2.

Oakland Touchdown Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2008)	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)
OTD Submarine Cable	-	-	January 2008	January 2008	-
Oakland Touchdown #1	-	-	January 2010	January 2010	-
Oakland Touchdown #2	-	-	November 2014	November 2014	-

Contract Status

Oakland Touchdown Contract #1: The project is approximately 20% complete, as of February 29, 2008. The Department continued to review and process various Contractors' RFIs and submittals. The main and the north side fingers of the trestle construction are substantially complete, while the south side trestle fingers are currently being constructed. Footing & pedestal work, (cofferdam installation, structural excavation, pile driving, pile and shear ring welding, CISS pile work, rebar and concrete pour) is on-going for the WB structure. Other work in progress includes, electrical work for temporary underground and roadway at grade, construction of the electrical duct bank and surveying the manhole locations.

Submarine Cable Relocation Contract: All field work has been completed and the contractor has demobilized. Caltrans has accepted the contract.

Contract Issues: **None.**

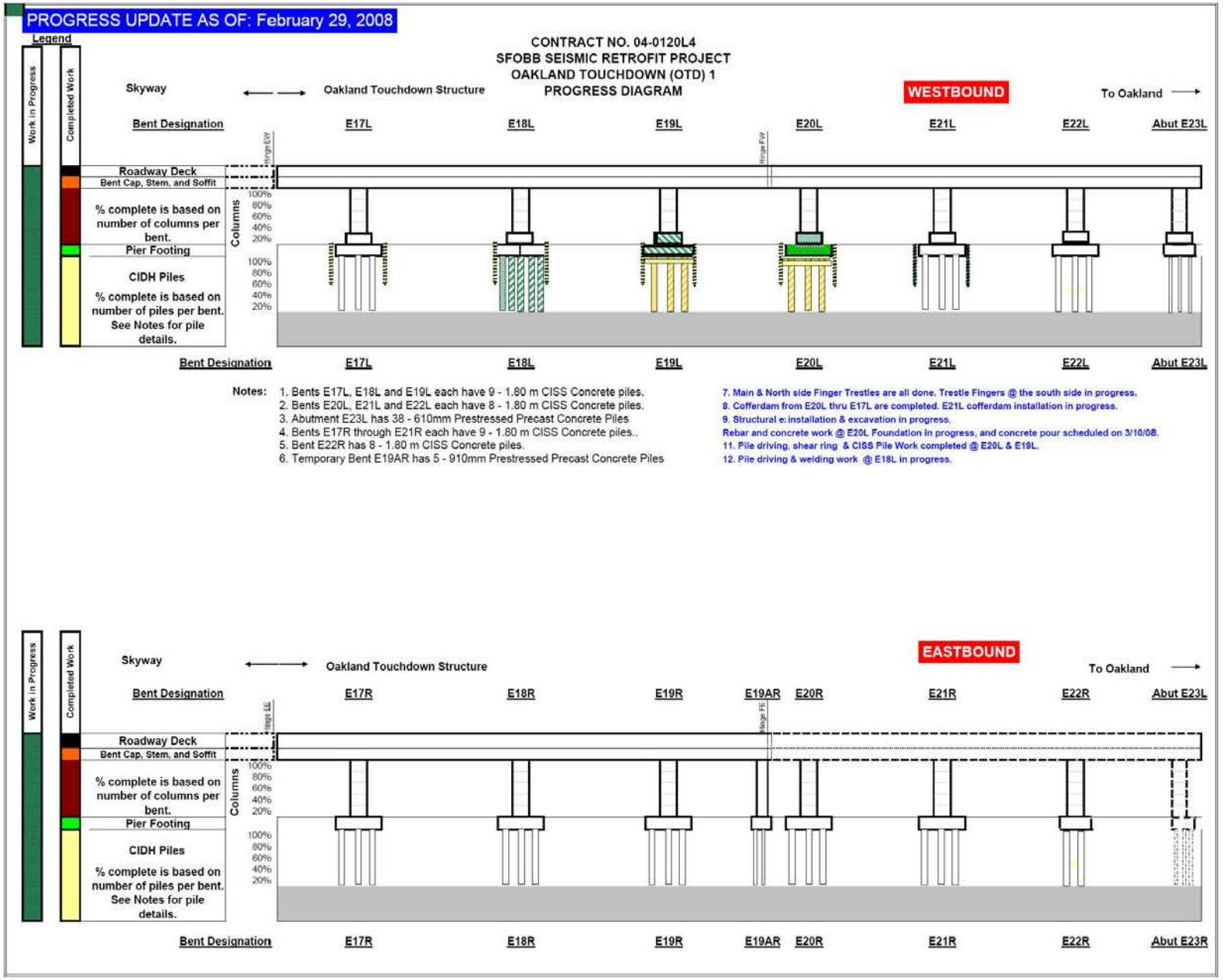
Recent TBPOC Actions: None.

OTD #1 – Bent E19L Rebar Footing Installation in Progress

OTD #1 - Looking West at E17L

OTD #1 - Bent E20L Pedestal Being Formed and the Column Rebar

OTD #1 - The Newly Constructed Trestle Finger at E18R.


PROGRESS UPDATE AS OF: February 29, 2008
Legend
Work in Progress
Completed Work
CONTRACT NO. 04-0120L4
SFOBB SEISMIC RETROFIT PROJECT
OAKLAND TOUCHDOWN (OTD) 1
PROGRESS DIAGRAM
WESTBOUND
Skyway
Oakland Touchdown Structure
To Oakland
Bent Designation
E17L
E18L
E19L
E20L
E21L
E22L
Abut E23L
Roadway Deck
Bent Cap, Stem, and Soffit
% complete is based on number of columns per bent.
Pier Footing
CIDH Piles
% complete is based on number of piles per bent. See Notes for pile details.
Columns
100%
80%
60%
40%
20%
Notes:
1. Bents E17L, E18L and E19L each have 9 - 1.80 m CISS Concrete piles.
2. Bents E20L, E21L and E22L each have 8 - 1.80 m CISS Concrete piles.
3. Abutment E23L has 38 - 610mm Prestressed Precast Concrete Piles
4. Bents E17R through E21R each have 9 - 1.80 m CISS Concrete piles..
5. Bent E22R has 8 - 1.80 m CISS Concrete piles.
6. Temporary Bent E19AR has 5 - 910mm Prestressed Precast Concrete Piles
7. Main & North side Finger Trestles are all done. Trestle Fingers @ the south side in progress.
8. Cofferdam from E20L thru E17L are completed. E21L cofferdam installation in progress.
9. Structural e: installation & excavation in progress.
Rebar and concrete work @ E20L Foundation in progress, and concrete pour scheduled on 3/10/08.
11. Pile driving, shear ring & CISS Pile Work completed @ E20L & E19L.
12. Pile driving & welding work @ E18L in progress.
EASTBOUND
E17R
E18R
E19R
E19AR
E20R
E21R
E22R
Abut E23R

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

▸ OTHER CONTRACTS

Contract Description: Other Major Contracts include the Stormwater Treatment Measures contract, which will implement best practices for storm water runoff treatment at the SFOBB toll plaza and approaches to the SFOBB toll plaza and the Existing Bridge Demolition contract, which will include the complete removal of the existing 1936 east span following the opening of the new bridge.

Other Major Contracts Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (01/2008)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	85.7	2.0	87.7	8.1	87.7	-
Capital Outlay Construction						-
Existing Bridge Demolition	239.2	-	239.2	-	222.0	(17.2)
StormwaterTreatment Measures	15.0	3.3	18.3	15.8	18.3	-
Total Capital Outlay Construction	254.2	3.3	257.5	15.8	240.3	(17.2)
TOTAL	339.9	5.3	345.2	23.9	328.0	(17.2)

Note: Details may not sum to totals due to rounding effects.

Other Major Contracts Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (01/2008)	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)	% Design Comp.
Existing Bridge Demolition	September 2014	12	September 2015	September 2015	-	10
Stormwater Treatment Measures	March 2008	-	March 2008	March 2008	-	N/A

Contract Status:

Stormwater Treatment Measures: The contract was accepted in December 2007.

Bridge Demolition: Design work has been temporarily suspended to assign engineering resources to higher priority tasks, and will resume at a later time. The contract schedule completion date has been extended by 12 months due to a 12-month SAS contract extension. The $17.2 million decrease in construction costs for the Existing Bridge Demolition contract is due to a re-evaluation of cost escalation rates for the contract.

Issue	Mitigating Action
The Contractor has encountered problems with unsuitable materials and the need to upgrade electrical equipment to meet the pumping requirements of the contract.	The Department has sought supplemental contract funds to cover additional project risks, including the delays from the Maze Collapse, the unsuitable materials, and the upgrade of the electrical systems.

Recent TBPOC Actions: None.

Storm Water - Forebay Location

Storm Water – MSE Wall Location

Storm Water - A7 Line Planting

Storm Water – Radio Road Planting

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

OTHER COMPLETED CONTRACTS AND RELATED WORK

Summary Description: Substantial work has already been performed on the SFOBB East Span Replacement project to facilitate construction of the mainline construction contracts.

Other Contracts and Related Work Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (01/2008)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	227.0	(1.0)	226.0	209.0	226.0	-
Right-of-Way and Environmental Mitigation	72.4	-	72.4	38.8	72.4	-
Capital Outlay Construction						-
SAS W2 Foundations	26.4	-	26.4	25.8	26.4	-
YBI/SAS Archaeology	1.1	-	1.1	1.1	1.1	-
YBI - USCG Road Relocation	3.0	-	3.0	2.8	3.0	-
YBI - Substation and Viaduct	11.6	-	11.6	11.3	11.6	-
Oakland Geofill	8.2	-	8.2	8.2	8.2	-
Pile Installation Demonstration Project	9.2	-	9.2	9.2	9.2	-
Existing East Span Retrofit	30.8	-	30.8	30.8	30.8	-
Total Capital Outlay Construction Completed	90.3	-	90.3	89.2	90.3	-
TOTAL	389.7	(1.0)	388.7	337.0	388.7	-

Note: Details may not sum to totals due to rounding effects.

Other Contracts and Related Work Schedule Summary

Project	Actual Project Completion Date
Existing East Span Retrofit	March 1998
Interim Retrofit	July 2000
Pile Installation Demolition Project	December 2000
YBI / SAS Archaeology	January 2003
Oakland Geofill	April 2003
YBI – USCG Road Relocation	June 2004
SAS W2 Foundations	October 2004
YBI Substation and Viaduct	May 2005

Summary Status: Construction has been completed on the above-listed contracts. Caltrans continues to work with various environmental agencies to conduct compliance inspections and monitor and mitigate any environmental impacts from the project.

Contract Issues: None.

Recent TBPOC Actions: None.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project

Project Description: The SFOBB West Approach Replacement Project will replace the entire west approach structure from 5th Street to the west anchorage of the existing west spans of the SFOBB while maintaining existing traffic lanes for the weekday commute.

SFOBB West Approach Replacement Cost Summary ($ Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (01/2008)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
West Approach						
Capital Outlay Support	120.0	-	120.0	102.2	120.0	-
Capital Outlay Construction	309.0	-	309.0	268.2	350.7	41.7
TOTAL	429.0	-	429.0	370.4	470.7	41.7

Note: Details may not sum to totals due to rounding effects.

SFOBB West Approach Replacement Schedule Summary

Project	AB 144/SB 66 Project Completion Baseline (07/2006)	Approved Changes (Months)	Project Complete Current Approved Schedule (01/2008)	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)
West Approach	August 2009	-	August 2009	January 2009	(7)
Open to Traffic Date: Mainline Realignment			April 2008	April 2008	-

Project Status: Construction is 92% complete as of February 20, 2008. Seismic retrofit construction is continuing throughout the project. The rebuilding of the eastbound 80 structure is in its final stages prior to traffic switch. Soffit and deck pours are complete. Removal of all the falsework has been completed. Barrier rail and civil work will continue in the next months. An extensive public outreach effort continues and will be necessary through the spring of 2008. The permanent Sterling On-ramp will be open to traffic in spring of 2008. Traffic switch onto the permanent EB structure is scheduled for April 2008. All temporary supports of Frames 6 and 7 were removed without any complaints from the neighbors, as well as, the traveling public..

The TBPOC is forecasting an increase to the final cost of the West Approach Project, however, costs are well within the TBSRP program contingency and will result in no change to the overall program budget. These additional costs can be attributed to a number of changes made to complete this very complex project ahead of schedule and performed in a safe and constructible manner with the least impact to the traveling public.

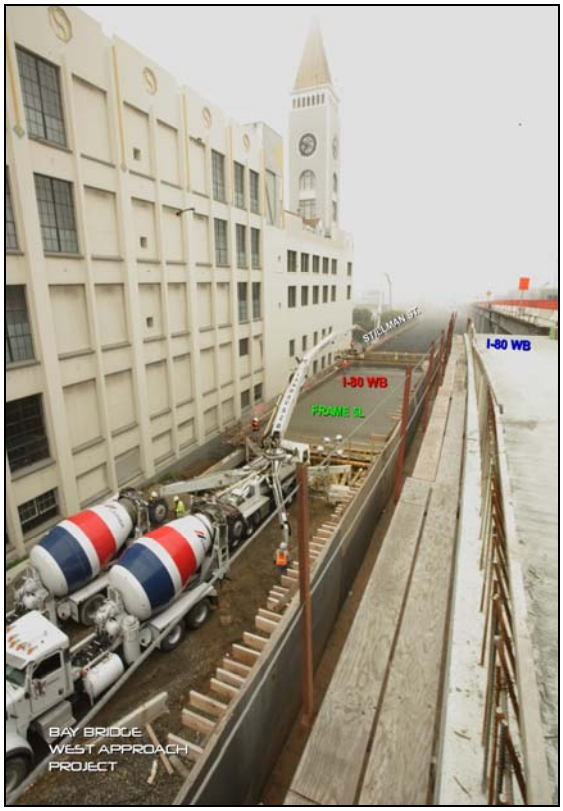
Project Issues:

Issue	Mitigating Action
None	None

Contract Issues: None.

Recent TBPOC Actions TBPOC approval of the budget change was obtained at their January 31, 2008 meeting in China and will be presented to the BATA Oversight Committee at the March 5, 2008 meeting with a full BATA authority vote during their March 26, 2008 meeting.

Contract Photographs



West Approach - Concrete Pouring Operation @ Frame 5L

West Approach - Looking East at the Harrison Street Off Ramp

Contract Photographs (cont.)

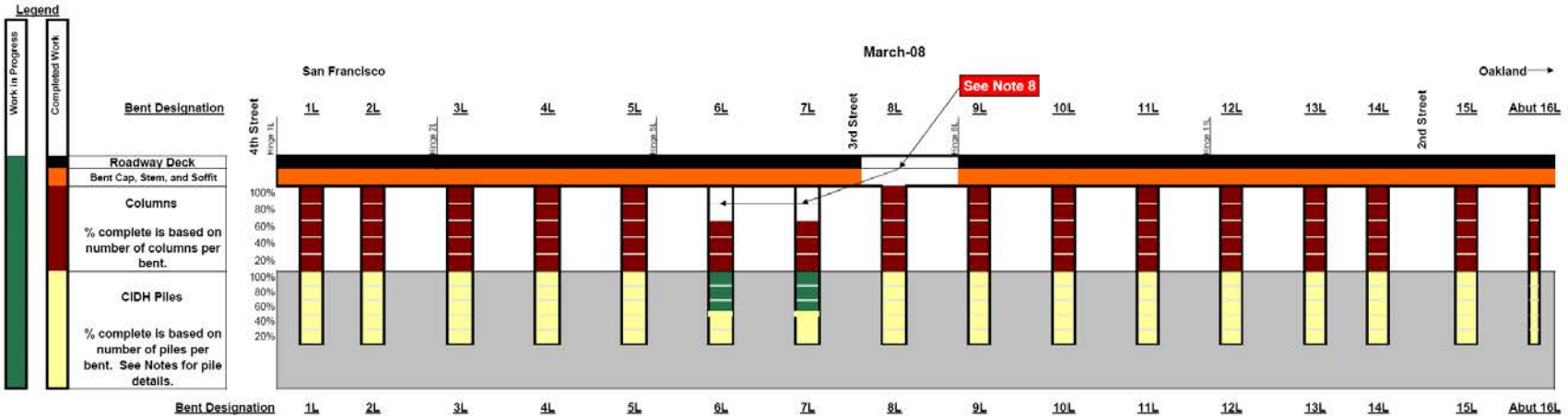
West Approach - Concrete Pour on I-80 WB @ Frame 4L & 5L

West Approach - Newly Poured Concrete Slab (Frame 5L) @ I-80WB

West Approach - Harrison Street Off Ramp (Above) and Sterling On Ramp (Below)

West Approach - Sterling On Ramp #1.

SFOBB West Approach Retrofit Progress Diagram
Mainline Eastbound 80 Rebuilding



Notes:
1. Bents 1L and 2L each have 5 - 84" Cast In Drilled Hole (CIDH) piles.
2. Bents 3L through 5L each have 5 - 90" Cast In Drilled Hole (CIDH) piles.
3. Bents 6L through 8L each have 4 - 90" Cast In Drilled Hole (CIDH) piles.
4. Bents 9L through 15L each have 3 - 72" Cast In Drilled Hole (CIDH) piles.
5. Abutment 16L has 18 - 30" Cast In Drilled Hole (CIDH) piles.
6. Average Pile lengths are as follows:
   Bents 1L through 3L = 90'.
   Bent 4L = 75'
   Bent 5L = 80'
   Bents 6L through 8L = 75'
   Bent 9L = 60'
   Bent 10L = 70'
   Bents 11L and 12L = 73'
   Bent 13L = 70'
   Bents 14L and 15L = 67'
   Abutment 16L = 40'
7. Items of work this chart does not include:
   Lower Deck Retrofit
   Sterling on-ramp reconstruction
8. The final mainline traffic switch is currently scheduled to occur on April 13, 2008, wherein Stage 6 work will start work.
9. No change will be made on the progress diagram until Stage 6 work start after the final traffic switch is made on April 13, 2008.

Toll Bridge Seismic Retrofit Program

Richmond-San Rafael Bridge (RSRB) Seismic Retrofit Project

Project Description: The Richmond-San Rafael (RSR) Bridge Seismic Retrofit Project strengthened the existing bridge to withstand the effects of a large seismic event. As part of the retrofit work, Caltrans performed work to strengthen the bridge foundations, replace the existing west trestle and the main channel fenders and complete the joint rehabilitation of the bridge deck. (The RM1 work is reported in the RM1 section of the report.)

RSRB Seismic Retrofit Cost Summary ($ Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (01/2008)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
RSRB Seismic Retrofit						
Capital Outlay Support	134.0	(7.0)	127.0	126.7	127.0	-
Capital Outlay Construction & Right-of-Way	780.0	(82.0)	698.0	666.6	698.0	-
TOTAL	914.0	(89.0)	825.0	793.3	825.0	-

Note: Details may not sum to totals due to rounding effects.
** The seismic retrofit contract included work to rehabilitate the bridge deck joints. Although the deck joint work was funded from RM1 toll funds, the work is also eligible for Toll Bridge Seismic Retrofit Program funding. In July 2005, BATA rescinded $16.9 million in RM1 funds for the deck joint work to make additional RM1 funds available for the New Benicia-Martinez Bridge Project. An equivalent amount of seismic funds will be used on the deck joint work, which is included in the budget above.*

RSRB Seismic Retrofit Schedule Summary

Project	AB 144/SB 66 Project Completion Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (01/2008)	Contract Complete Schedule Forecast (01/2008)	Schedule Variance (Months)
RSRB Seismic Retrofit	August 2005	-	August 2005	October 2005	2
RSRB Public Access Lot	NA	-	September 2007	August 2007	-1

Project Status: The retrofit construction contract was completed and accepted on October 28, 2005. Project savings in the amount of $89 million was transferred to the program contingency in October 2006.

Caltrans has concluded negotiations with regulatory agencies on pile driving issues and impacts to fisheries, and a settlement has been reached and payment has been made.

Construction work on the Public Access Project was completed in August 2007 and the lot was opened to public use.

Recent TBPOC Actions: None.


Richmond–San Rafael Bridge Seismic Retrofit
Existing rock slope protection to remain
Remove existing loose concrete
Install new rock slope protection
Picnic Table
Trash Receptacle
Parking
SAN FRANCISCO BAY
Install new rock slope protection
(reduced elevation at ESA)
Pedestrian Bridge
Environmentally Sensitive Area (ESA)
Bench (Typ)
Install new rock slope protection
Pedestrian Pathway
Existing rock slope
protection to remain
40m
11m
18m
Existing right of way
Sidewalk
Existing
Bus Stop
FRANCISCO BLVD
Rte 580 NB
Rte 580 SB
LEGEND
Landscape
Rock slope protection
Revised Exhibit A
Public Access Area
BCDC Mitigation – Permit No. 1-97, Amendment No. 3
April 6, 2006
0 20 40 Feet
SCALE
Caltrans

Toll Bridge Seismic Retrofit Program

Other Completed Seismic Retrofit Projects

Summary Description: Caltrans has already completed the seismic retrofits of the West Spans of the SFOBB, the existing 1958 Carquinez Bridge, the existing Benicia-Martinez Bridge, the San Mateo-Hayward Bridge, and two former toll bridges in Southern California.

Other Completed Seismic Retrofit Projects Cost Summary ($ Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (01/2008)	Cost Forecast (01/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit Project	307.9	-	307.9	301.1	307.9	-
Carquinez Bridge Retrofit Project	114.2	-	114.2	114.2	114.2	-
Benicia-Martinez Bridge Retrofit Project	177.8	-	177.8	177.8	177.8	-
San Mateo-Hayward Bridge Retrofit Project	163.5	-	163.5	163.4	163.5	-
Vincent Thomas Bridge Retrofit Project	58.5	-	58.5	58.5	58.5	-
San Diego-Coronado Bridge Retrofit Project	103.5	-	103.5	102.6	103.5	-
TOTAL	925.4	-	925.4	917.6	925.4	-

Note: Details may not sum to totals due to rounding effects. Capital Outlay Support and Capital Outlay have been combined.

Other Completed Seismic Retrofit Projects Schedule Summary

Project	Actual Project Completion Date
Vincent Thomas Bridge Retrofit	May 2000
San Mateo-Hayward Bridge Retrofit	June 2000
Carquinez Bridge Retrofit	January 2002
San Diego-Coronado Bridge Retrofit	June 2002
Benicia-Martinez Bridge Retrofit	August 2002
SFOBB West Span Seismic Retrofit	June 2004

Summary Status: Construction has been completed on the above-listed projects. The Estimate at Completion amounts shown above includes allowances for minor project closeout costs.

Contract Issues: None.

Recent TBPOC Actions: None.

Toll Bridge Seismic Retrofit Program

Other Toll Bridges

Dumbarton and Antioch Bridges

State Route 84 crosses the southern region of San Francisco Bay between the cities of Newark to the east and East Palo Alto to the west. The Route consists of three lanes in each direction and an eight-foot bicycle/pedestrian lane. The AADT of the Route is near 70,000. The bridge is over 2 km in length and is positioned in an approximately normal geometry between two seismic faults which the USGS has reported to pose most of the significant seismic threat to the San Francisco Bay Area: the San Andreas Fault, some 15 km to the west of the bridge; and the Hayward Fault, some 13 km to the east of the bridge.

State Route 160 crosses the San Joaquin River between the city of Antioch and Sherman Island (leading to Rio Vista) via the Antioch Bridge. The Bridge carries a single lane of traffic in each direction. The AADT for the Route is slightly over 10,000 vehicles per day. The bridge is threatened by the Bird's Landing Seismic Zone, Cost Range/Sierra Nevada Boundary Zone, and the San Andreas Fault.

Cost and Schedule

A cost estimate, schedule and an initial risk analysis have been developed to complete a comprehensive seismic analysis for each bridge. In June 2006, BATA approved $17.8 million in funding to proceed with the comprehensive seismic analysis of the bridges. The current forecast of expenditures is within the $17.8 million budgeted.

In September 2006, BATA entered into contract with a geotechnical and geophysical consultant to evaluate the bridges. In April 2007, the field-drilling program was completed and the majority of the laboratory testing was completed by June 2007. Minor laboratory testing to fill in data gaps may be required in the future. Alternative strategies and associated cost estimates of each alternative, with the retrofit design duration to complete the PS&E package, will be included in the final strategy report and expected to be completed by early 2009.

Current Progress

These bridges are currently being evaluated for seismic safety and post-earthquake performance. Work is underway in three specific areas: seismology, geology and geotechnical engineering, and bridge structural engineering.

Work in the area of seismology is defining the seismic ground motions used for design. Recommended Safety Evaluation (SE) level motions have been developed for both bridges and are currently under review by an external and independent Seismic Safety Peer Review Panel (SSPRP). SE motions represent future large earthquakes. Work in this area to be completed in the near future includes finalizing the SE motions, developing lower level Functional Evaluation (FE) motions, and multiple earthquake time-histories that can be used in the checking phase of the projects. Draft reports have been released. The SE motions have been reviewed by the Toll Bridge Seismic Safety Peer Review Panel on a couple of occasions.

Work in the area of geology and geotechnical engineering includes field drilling and studying of soil samples to identify soil types, locations, and engineering properties. This work supports work in defining how the soil at the bridge sites move during earthquakes and how rigidly the bridge's foundations are held in the soil. The drilling operations are complete at both bridge sites; information is being shared with the seismologic team and the bridge structure team. Draft reports have been released.

Work in the area of bridge structural engineering is continuing for both bridges. The structures team to date has been collecting and evaluating structural information on the bridges, reducing that information for use in computer models of the bridges, and initiating early computational runs of the models. The structure team has begun the design process for both bridges. The design team will meet with other experience retrofit experts in late March to review the design strategy that has been develop by the designers and a risk management section has been scheduled in early April to discuss and develop the risk management plans for both projects. The Environmental process has begun for both projects and once the design strategy is completed, the design team will meet with the regulatory agencies to discuss the retrofit project and also submit the permit application.

PROJECT / CONTRACT REPORTS

Regional Measure 1 Program

New Benicia-Martinez Bridge Project Summary

- New Benicia-Martinez Bridge Contract
- Other Contracts and Related Project Activities

New Carquinez Bridge Project

Richmond-San Rafael Bridge Deck Overlay Project

Interstate 880 / State Route 92 Interchange Reconstruction

Other Completed Regional Measure 1 Projects

- San Mateo–Hayward Bridge Widening Project
- Richmond Parkway Project
- Bayfront Expressway Widening Project
- Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Project

Regional Measure 1 Program

New Benicia-Martinez Bridge Project Summary

Project Description: The new Benicia-Martinez Bridge project has constructed a new parallel bridge just east of the existing bridge. The project includes reconstructed interchanges to the north and south of the bridges and a new toll plaza and administration building in Martinez.

New Benicia-Martinez Bridge Project Cost Summary ($ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2008)	Cost To Date (02/2008)	Cost Forecast (02/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	157.1	35.2	192.3	179.1	192.3	-
Right-of-Way and Others	20.4	(0.1)	20.3	12.4	20.3	-
Capital Outlay						-
New Bridge	672.0	94.6	766.6	761.6	766.6	-
I-680/I-780 Interchange Replacement	76.3	26.9	103.2	97.6	103.2	-
I-680/Marina Vista Interchange Reconstruction	51.5	4.9	56.4	56.1	56.4	-
New Toll Plaza	24.3	2.0	26.3	23.1	26.3	-
Existing Bridge & Interchange Modifications	17.2	42.3	59.5	0.2	59.5	-
Other	20.3	2.8	23.1	15.4	23.1	-
Project Reserve	20.8	4.0	24.8	-	24.8	-
TOTAL	1,059.9	212.6	1,272.5	1,145.5	1,272.5	-

Note: Details may not sum to totals due to rounding effects.
** The budget and estimate at completion includes approximately $33 million in non-toll bridge funds (Proposition 192 and SHOPP).*

New Benicia-Martinez Bridge Project Schedule Summary

Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (02/2008)	Contract Complete Schedule Forecast (02/2008)	Schedule Variance (Months)
I-680/Marina Vista Interchange Reconstruction	March 2006	1	April 2006	April 2006	-
New Toll Plaza	June 2006	-	May 2007	May 2007	-
New Benicia-Martinez Bridge	December 2007	-	October 2007	October 2007	-
I-680/I-780 Interchange Replacement	December 2007	-	December 2007	March 2008	3
Open to Traffic	December 2007	-	August 2007	August 2007	-
Existing Bridge & Interchange Modifications	December 2009	-	December 2009	December 2009	-

Contract Status:

New Benicia-Martinez Bridge: The New Benicia-Martinez Bridge was opened to traffic on August 25, 2007. The new bridge carries five lanes of northbound Interstate 680 traffic (two additional lanes) and features a new expanded toll plaza with the Bay Area's first Open-Road Tolling (ORT) FasTrak Express Lanes. With the ORT express lanes, vehicles paying their toll via FasTrak can pay electronically at highway speeds.

Toll Plaza and Administration Building: The contract is 100% complete based on contractor payment. The Contractor has completed all work on the Operations Building, Toll Plaza and Courtyard. The Plant Establishment Period ended on May 14, 2007. The contract was accepted on May 18, 2007 and the Proposed Final Estimate (PFE) has been issued. The Contractor has submitted their response to the PFE, which includes resolution of claims, which are currently being reviewed by Caltrans. A number of claims that have been filed by the Contractor remain to be resolved. Of those claims, the Time Related Overhead (TRO) claim has the largest exposure potential. At this point, Caltrans is awaiting response from the Contractor regarding the settlement of the TRO claim. Caltrans anticipates that the claims can be settled within the contract budget.

I-680/I-780 Interchange: The contract is substantially complete. To-date, all of the bridge structures, and all the electrical work for the new Benicia-Martinez Bridge and the 680/780 interchanges are complete. The project is in the process of final acceptance.

Existing Bridge & Interchange Modification Contract: The existing Benicia-Martinez Bridge Modification contract was awarded to American Civil Constructors and Top Grade Construction Joint Venture on November 21, 2007. The 1st contract work day is now scheduled on January 14, 2008. The contract is expected to take approximately two years. The contract is approximately 7% complete. The Contractors continue to submit RFIs and submittals, which are being processed by Caltrans, on a continuous basis. Removal and repair of unsound concrete at the existing Benicia Bridge is on going, and will proceed to the Mococco Overcrossing when complete. Sheet pile installation to correct undulation problems of the roadway section, which includes the placement of cellular concrete and assembly of the traveler, are continuing. SWPPP submittal was approved during the report period.

Recent TBPOC Actions: None.

Roadwork at the Old Westbound I-780 North end of the Benicia Bridge

Grinding Work of the Existing Pavement of the Old Northbound I-880

Regional Measure 1 Program

New Carquinez Bridge Project

Project Description: The New Carquinez Bridge project involves constructing a new suspension bridge west of the existing bridges with four westbound lanes and a bicycle/pedestrian lane and demolishing the existing 1927 bridge.

New Carquinez Bridge Cost Summary ($ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2008)	Cost To Date (02/2008)	Cost Forecast (02/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	124.4	(0.2)	124.2	122.5	122.6	(1.6)
Capital Outlay Construction						-
Replacement Bridge	253.3	4.0	257.3	255.9	257.3	-
South Interchange	73.9	-	73.9	71.9	73.9	-
Existing 1927 Bridge	35.2	-	35.2	33.1	35.2	-
Other	29.3	(0.8)	28.5	25.7	28.6	0.1
Project Reserve	12.1	(3.0)	9.1	-	0.6	(8.5)
TOTAL	528.2	-	528.2	509.1	518.2	(10.0)

Note: Details may not sum to totals due to rounding effects.

New Carquinez Bridge Schedule Summary

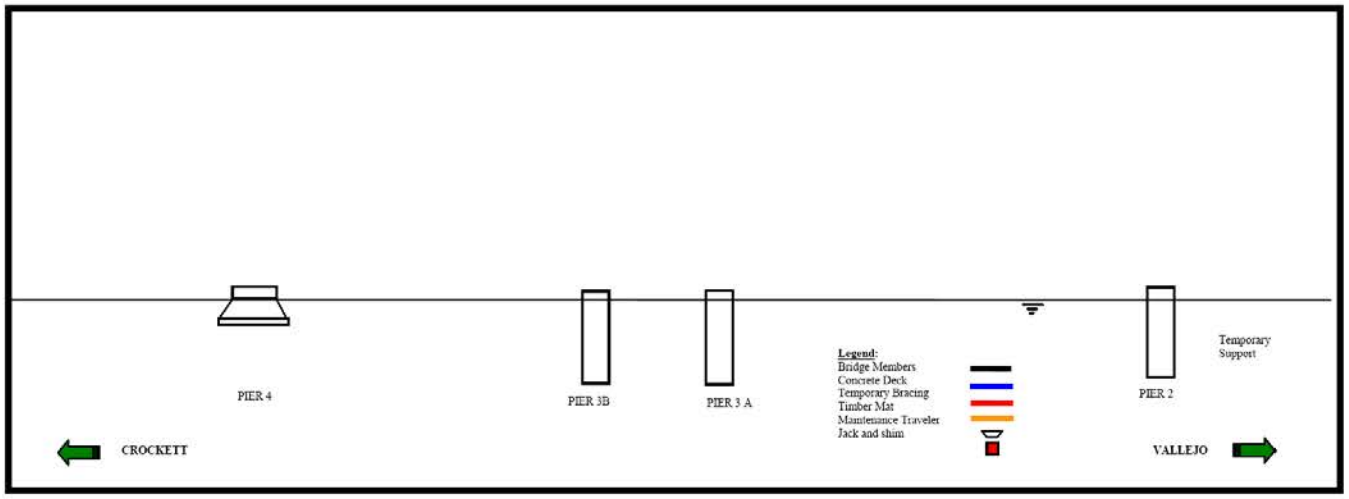
Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (02/2008)	Contract Complete Schedule Forecast (02/2008)	Schedule Variance (Months)
New Carquinez Bridge	December 2003*	-	December 2003*	December 2003*	-
1927 Carquinez Bridge Demolition	September 2007	-	December 2007	December 2007	-
Landscaping	August 2011	-	August 2011	August 2011	-

** The date shown is for the opening of the bridge to traffic.*

Project Status: The new replacement bridge and all its approaches have been completed and were opened to traffic in November 2003. The removal of the entire 1927 bridge (Main Truss) was completed in September 2007. The Carquinez Bridge Demolition Contract was completed in December 2007. Construction of the Austin Vault sand filter was completed on March 11, 2008, and the irrigation and landscape north of the crossover began on March 17, 2008. Caltrans is in the process of completing various CCOs and is accepting the contract.

Project Issues: None

Project Diagram and Photographs:



Closer Look of the Austin Vault Sand Filter

The Recently Completed Austin Vault San Filter with New Carquinez Bridge in the Background

Regional Measure 1 Program

Interstate 880/State Route 92 Interchange Reconstruction Project

Project Description: Modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations.

Interstate 880/State Route 92 Interchange Cost Summary ($ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2008)	Cost To Date (02/2008)	Cost Forecast (02/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
I-880/SR-92 Interchange Improvement						
Capital Outlay Support	28.8	26.2	55.0	35.8	55.0	-
Capital Outlay Construction	94.8	60.2	155.0	-	155.0	-
Capital Outlay Right-of-Way	9.9	5.1	15.0	8.8	15.0	-
Project Reserve	0.3	19.7	20.0	-	20.0	-
TOTAL	133.8	111.2	245.0	44.6	245.0	-

Note: Details may not sum to totals due to rounding effects. $9.6 million in ACTA funds included under Capital Outlay Construction. $3.0 million included in Capital Outlay Construction and $1.0 million in Capital Outlay Support for separate landscape contract.

Interstate 880/State Route 92 Interchange Schedule Summary

Project	BATA Project Completion Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (02/2008)	Contract Complete Schedule Forecast (02/2008)	Schedule Variance (Months)
I-880/SR-92 Interchange Reconstruction	December 2010	-	June 2011	June 2011	-

Project Status: On August 28, 2007, Caltrans awarded the Interstate 880/State Route 92 Interchange Reconstruction contract to the joint venture of FCI and Granite Construction for $138.4 million. The construction contract was approved on September 28, 2007. The 1st contract day of the project was October 26, 2007.

The contract schedule status as of the end of February 2008 shows 18% schedule completion. Work production has been hampered due to several weeks of wet weather and wet grade. The contractor has completed significant preparation to begin structural construction in the footprint of the project. Temporary ramps have been completed and are now open to traffic. Foundation and pile diving work on the new north connector bridge from westbound SR-92 to Northbound I-880 has begun. At the new Eldridge Avenue pedestrian overcrossing of I-880, pile driving for the structure is complete on the west side of I-880. Work is ongoing to complete the temporary Calaroga Avenue overcrossing of SR-92. Several retaining walls are under construction to provide the access for stage construction.

Contract Photographs

Retaining Wall G under construction

Temporary Ramp Construction at the Southeast Quadrant

Construction the CIDH Piles at Retaining Wall "A"

Retaining Wall H! at Peterman Avenue

Project Photographs

Interstate 88/State Route 92 Interchange
BEFORE

Interstate 88/State Route 92 Interchange
PRESENT

Interstate 88/State Route 92 Interchange
AFTER

Regional Measure 1 Program

Other Completed Regional Measure 1 (RM1) Projects

Summary Description: Other completed Regional Measure 1 projects are the following: (a) Widen the San Mateo-Hayward Bridge along its low-trestle section and its eastern approach; (b) Widen the Bayfront Expressway (SR 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange; (c) Construct an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole; (d) Modify the U.S. 101/University Avenue interchange; (e) Richmond-San Rafael Bridge Trestle, Fender and Deck Joint Rehabilitation Project; and (f) Richmond-San Rafael Bridge Deck Overlay Project.

Other Completed RM1 Projects Cost Summary ($ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2008)	Cost To Date (02/2008)	Cost Forecast (02/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
San Mateo-Hayward Bridge Widening Project	217.8	-	217.8	208.7	211.9	(5.9)
Bayfront Expressway Widening Project	36.1	-	36.1	33.3	36.0	(0.1)
Richmond Parkway Project	5.9	-	5.9	4.3	5.9	-
U.S. 101/University Interchange	3.8	-	3.8	3.7	3.8	-
RSR Trestle, Fender, and Joint Rehabilitation	102.1	-	102.1	96.3	97.1	(5.0)
RSR Deck Overlay	25.0	-	25.0	19.7	25.0	-
TOTAL	390.7	-	390.7	366.0	379.7	(11.0)

Schedule Summary

Project	Actual Project Completion Date
Richmond Parkway Project	May 2001
San Mateo-Hayward Bridge Widening Project	February 2003
Bayfront Expressway Widening Project	January 2004
U.S. 101/University Interchange	April 2004
Richmond-San Rafael Bridge Trestle, Fender and Deck Joint Rehabilitation	August 2005
RSR Deck Overlay	December 2006

Project Status: Construction has been completed on the above listed contracts.

Project Issues: None.

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APPENDICES

** Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.*

Appendix A: Toll Bridge Seismic Retrofit Program ($ Millions)

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (01/2008)	Cost Forecast (01/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
San Francisco-Oakland Bay Bridge East Span Replacement Project							
East Span - Skyway	**01202X**						
Capital Outlay Support		197.0	-	197.0	175.7	197.0	-
Capital Outlay Construction		1,293.0	-	1,293.0	1,205.7	1,293.0	-
Total		1,490.0	-	1,490.0	1,381.4	1,490.0	-
East Span - SAS E2/T1 Foundations	**0120EX**						-
Capital Outlay Support		52.5	(11.0)	41.5	26.7	41.5	-
Capital Outlay Construction		313.5	-	313.5	267.9	313.5	-
Total		366.0	(11.0)	355.0	294.6	355.0	-
East Span - SAS Superstructure	**0120FX**						
Capital Outlay Support		214.6	-	214.6	65.6	214.6	-
Capital Outlay Construction		1,753.7	-	1,753.7	361.1	1,767.4	13.7
Total		1,968.3	-	1,968.3	426.7	1,982.0	13.7
SAS W2 Foundations	**0120CX**						
Capital Outlay Support		10.0	-	10.0	9.2	10.0	-
Capital Outlay Construction		26.4	-	26.4	25.8	26.4	-
Total		36.4	-	36.4	35.0	36.4	-
YBI South/South Detour	**0120RX**						
Capital Outlay Support		29.5	10.0	39.5	35.5	39.5	-
Capital Outlay Construction		131.9	202.5	334.4	136.6	334.4	-
Total		161.4	212.5	373.9	172.1	373.9	-
YBI Transition Structures (see notes below)	**0120PX**						
Capital Outlay Support		78.7	-	78.7	18.3	78.7	-
Capital Outlay Construction		299.3	(23.2)	276.1	-	276.1	-
Total		378.0	(23.2)	354.8	18.3	354.8	-
*** YBI- Transition Structures Contract No. 1**							
Capital Outlay Support					1.4	45.0	
Capital Outlay Construction					-	214.3	
Total					1.4	259.3	
*** YBI- Transition Structures Contract No. 2**							
Capital Outlay Support					0.6	16.0	
Capital Outlay Construction					-	58.5	
Total					0.6	74.5	
*** YBI- Transition Structures Contract No. 3 Landscape**							
Capital Outlay Support					-	1.0	
Capital Outlay Construction					-	3.3	
Total					-	4.3	
Oakland Touchdown (see notes below)	**01204X**						
Capital Outlay Support		74.4	-	74.4	30.7	92.1	17.7
Capital Outlay Construction		283.8	-	283.8	47.9	302.5	18.7
Total		358.2	-	358.2	78.6	394.6	36.4
*** OTD Submarine Cable**	**0120K4**						
Capital Outlay Support					0.9	3.0	
Capital Outlay Construction					7.9	9.6	
Total					8.8	12.6	
*** OTD No. 1 (Westbound)**	**0120L4**						
Capital Outlay Support					9.7	49.9	
Capital Outlay Construction					40.1	226.5	
Total					49.8	276.4	
*** OTD No. 2 (Eastbound)**	**0120M4**						
Capital Outlay Support					0.4	15.8	
Capital Outlay Construction					-	62.0	
Total					0.4	77.8	
*** OTD Electrical Systems**	**0120N4**						
Capital Outlay Support					0.1	1.4	
Capital Outlay Construction					-	4.4	
Total					0.1	5.8	

Notes: YBI Transition Structures and Oakland Touchdown Cost-to-Date and Cost Forecast includes prior-to-split Capital Outlay Support Costs.

To be Updated

Note: Details may not sum to totals due to rounding effects.

Appendix A: Toll Bridge Seismic Retrofit Program ($ Millions)

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail (Cont'd.)

To be Updated

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (01/2008)	Cost Forecast (01/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Existing Bridge Demolition	**01209X**						
Capital Outlay Support		79.7	-	79.7	0.3	79.7	-
Capital Outlay Construction		239.2	-	239.2	-	222.0	(17.2)
Total		318.9	-	318.9	0.3	301.7	(17.2)
YBI/SAS Archeology	**01207X**						
Capital Outlay Support		1.1	-	1.1	1.1	1.1	-
Capital Outlay Construction		1.1	-	1.1	1.1	1.1	-
Total		2.2	-	2.2	2.2	2.2	-
YBI - USCG Road Relocation	**0120QX**						
Capital Outlay Support		3.0	-	3.0	2.7	3.0	-
Capital Outlay Construction		3.0	-	3.0	2.8	3.0	-
Total		6.0	-	6.0	5.5	6.0	-
YBI - Substation and Viaduct	**0120GX**						
Capital Outlay Support		6.5	-	6.5	6.4	6.5	-
Capital Outlay Construction		11.6	-	11.6	11.3	11.6	-
Total		18.1	-	18.1	17.7	18.1	-
Oakland Geofill	**01205X**						-
Capital Outlay Support		2.5	-	2.5	2.5	2.5	-
Capital Outlay Construction		8.2	-	8.2	8.2	8.2	-
Total		10.7	-	10.7	10.7	10.7	-
Pile Installation Demonstration Project	**01208X**						
Capital Outlay Support		1.8	-	1.8	1.8	1.8	-
Capital Outlay Construction		9.2	-	9.2	9.2	9.2	-
Total		11.0	-	11.0	11.0	11.0	-
Stormwater Treatment Measures	**0120JX**						
Capital Outlay Support		6.0	2.0	8.0	7.8	8.0	-
Capital Outlay Construction		15.0	3.3	18.3	15.8	18.3	-
Total		21.0	5.3	26.3	23.6	26.3	-
Right-of-Way and Environmental Mitigation	**0120X9**						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay & Right-of-Way		72.4	-	72.4	38.8	72.4	-
Total		72.4	-	72.4	38.8	72.4	-
	04343X & 04300X						
Sunk Cost - Existing East Span Retrofit							
Capital Outlay Support		39.5	-	39.5	39.5	39.5	-
Capital Outlay Construction		30.8	-	30.8	30.8	30.8	-
Total		70.3	-	70.3	70.3	70.3	-
Other Capital Outlay Support							
Environmental Phase		97.7	-	97.7	97.7	97.7	-
Pre-Split Project Expenditures		44.9	-	44.9	44.9	44.9	-
Non-project Specific Costs		20.0	(1.0)	19.0	3.2	19.0	-
Total		162.6	(1.0)	161.6	145.8	161.6	-
Subtotal Capital Outlay Support		959.4	-	959.4	569.6	977.1	17.7
Subtotal Capital Outlay Construction		4,492.1	182.5	4,674.6	2,163.0	4,689.9	15.2
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total SFOBB East Span Replacement Project		**5,486.6**	**179.2**	**5,665.8**	**2,733.3**	**5,674.7**	**8.9**

Note: Details may not sum to totals due to rounding effects.

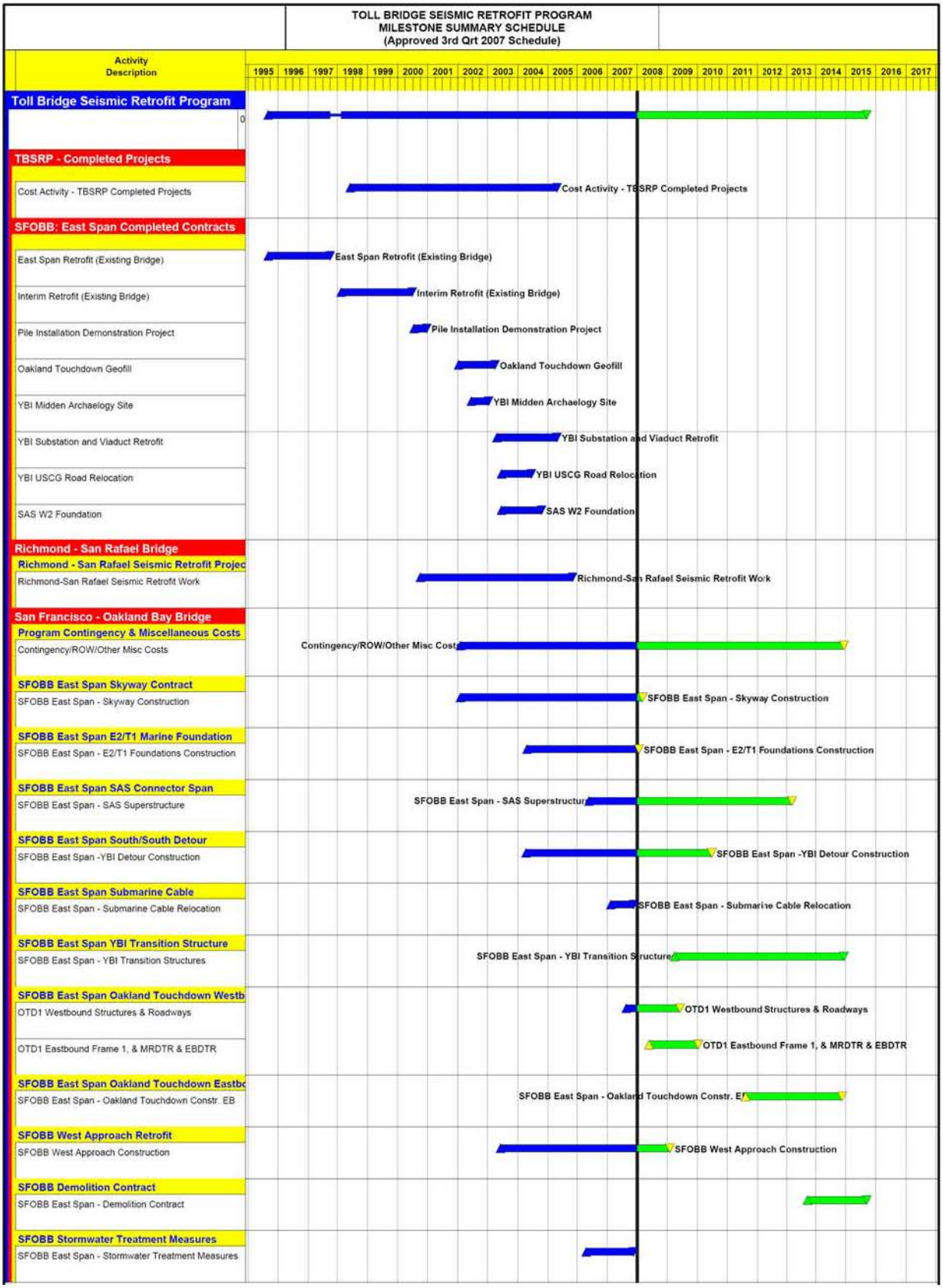
Appendix B: Toll Bridge Seismic Retrofit Program Cost Detail ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (01/2008)	Cost To Date (01/2008)	Cost Forecast (01/2008)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
SFOBB East Span Replacement Project						
Capital Outlay Support	959.4	-	959.4	569.6	977.1	17.7
Capital Outlay Construction	4,492.1	182.5	4,674.6	2,163.0	4,689.9	15.3
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total	5,486.6	179.2	5,665.8	2,733.3	5,674.7	8.9
SFOBB West Approach Replacement						
Capital Outlay Support	120.0	-	120.0	102.2	120.0	-
Capital Outlay Construction	309.0	-	309.0	268.2	350.7	41.7
Total	429.0	-	429.0	370.4	470.7	41.7
SFOBB West Span Retrofit						-
Capital Outlay Support	75.0	-	75.0	74.8	75.0	-
Capital Outlay Construction	232.9	-	232.9	226.3	232.9	-
Total	307.9	-	307.9	301.1	307.9	-
Richmond-San Rafael Bridge Retrofit						
Capital Outlay Support	134.0	(7.0)	127.0	126.7	127.0	-
Capital Outlay Construction	780.0	(82.0)	698.0	666.6	698.0	-
Total	914.0	(89.0)	825.0	793.3	825.0	-
Benicia-Martinez Bridge Retrofit						-
Capital Outlay Support	38.1	-	38.1	38.1	38.1	-
Capital Outlay Construction	139.7	-	139.7	139.7	139.7	-
Total	177.8	-	177.8	177.8	177.8	-
Carquinez Bridge Retrofit						
Capital Outlay Support	28.7	-	28.7	28.8	28.7	-
Capital Outlay Construction	85.5	-	85.5	85.4	85.5	-
Total	114.2	-	114.2	114.2	114.2	-
San Mateo-Hayward Bridge Retrofit						-
Capital Outlay Support	28.1	-	28.1	28.1	28.1	-
Capital Outlay Construction	135.4	-	135.4	135.3	135.4	-
Total	163.5	-	163.5	163.4	163.5	-
Vincent Thomas Bridge Retrofit (Los Angeles)						
Capital Outlay Support	16.4	-	16.4	16.4	16.4	-
Capital Outlay Construction	42.1	-	42.1	42.1	42.1	-
Total	58.5	-	58.5	58.5	58.5	-
San Diego-Coronado Bridge Retrofit						
Capital Outlay Support	33.5	-	33.5	33.2	33.5	-
Capital Outlay Construction	70.0	-	70.0	69.4	70.0	-
Total	103.5	-	103.5	102.6	103.5	-
Subtotal Capital Outlay Support	1,433.2	(7.0)	1,426.2	1,017.9	1,443.9	17.7
Subtotal Capital Outlay	6,286.7	100.5	6,387.2	3,796.0	6,444.2	57.0
Subtotal Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Miscellaneous Program Costs	30.0	-	30.0	24.7	30.0	-
Subtotal Toll Bridge Seismic Retrofit Program	7,785.0	90.2	7,875.2	4,839.3	7,925.8	50.6
Program Contingency	900.0	(90.2)	809.8	-	759.2	(50.6)
Total Toll Bridge Seismic Retrofit Program	**8,685.0**	**-**	**8,685.0**	**4,839.3**	**8,685.0**	**-**

To be Updated

Note: Details may not sum to totals due to rounding effects.

Appendix C: Toll Bridge Seismic Retrofit Program Summary Schedule



Appendix D: Regional Measure 1 Program Cost Detail ($ Millions)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2008)	Cost To Date (02/2008)	Cost Forecast (02/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
New Benicia-Martinez Bridge Project							
New Bridge	**00603_**						
Capital Outlay Support		84.9	6.7	91.6	91.0	91.6	-
Capital Outlay Construction				-			-
BATA Funding		661.9	94.6	756.5	751.5	756.5	-
Non-BATA Funding		10.1	-	10.1	10.1	10.1	-
Subtotal		672.0	94.6	766.6	761.6	766.6	-
Total		756.9	101.3	858.2	852.6	858.2	-
I-680/I-780 Interchange Reconstruction	**00606_**						
Capital Outlay Support							
BATA Funding		24.9	5.2	30.1	29.6	30.1	-
Non-BATA Funding		1.4	5.2	6.6	6.3	6.6	-
Subtotal		26.3	10.4	36.7	35.9	36.7	-
Capital Outlay Construction							
BATA Funding		54.7	26.9	81.6	75.9	81.6	-
Non-BATA Funding		21.6	-	21.6	21.7	21.6	-
Subtotal		76.3	26.9	103.2	97.6	103.2	-
Total		102.6	37.3	139.9	133.5	139.9	-
I-680/Marina Vista Interchange Reconstruction	**00605_**						
Capital Outlay Support		18.3	1.8	20.1	19.8	20.1	-
Capital Outlay Construction		51.5	4.9	56.4	56.1	56.4	-
Total		69.8	6.7	76.5	75.9	76.5	-
New Toll Plaza and Administration Building	**00604_**						
Capital Outlay Support		11.9	3.8	15.7	15.7	15.7	-
Capital Outlay Construction		24.3	2.0	26.3	23.1	26.3	-
Total		36.2	5.8	42.0	38.8	42.0	-
Existing Bridge & Interchange Modifications	**0060A_**						
Capital Outlay Support		4.3	14.3	18.6	10.0	18.6	-
Capital Outlay Construction							
BATA Funding		17.2	32.8	50.0	0.2	50.0	-
Non-BATA Funding		-	9.5	9.5	-	9.5	-
Subtotal		17.2	42.3	59.5	0.2	59.5	-
Total		21.5	56.6	78.1	10.2	78.1	-
Other Contracts	**See note below**						
Capital Outlay Support		11.4	(1.8)	9.6	6.7	9.6	-
Capital Outlay Construction		20.3	2.8	23.1	15.4	23.1	-
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	12.4	20.3	-
Total		52.1	0.9	53.0	34.5	53.0	-
Subtotal BATA Capital Outlay Support		155.7	30.0	185.7	172.8	185.7	-
Subtotal BATA Capital Outlay Construction		829.9	164.0	993.9	922.2	993.9	-
Subtotal Capital Outlay Right-of-Way		20.4	(0.1)	20.3	12.4	20.3	-
Subtotal Non-BATA Capital Outlay Support		1.4	5.2	6.6	6.3	6.6	-
Subtotal Non-BATA Capital Outlay Construction		31.7	9.5	41.2	31.8	41.2	-
Project Reserves		20.8	4.0	24.8	-	24.8	-
Total New Benicia-Martinez Bridge Project		**1,059.9**	**212.6**	**1,272.5**	**1,145.5**	**1,272.5**	**-**

Notes: **Includes EA's 00601_,00603_,00605_,00606_, 00608_, 00609_, 0060A_, 0060C_, 0060E_, 0060F_, 0060G_, and 0060H_ and all Project Right-of-Way**

Note: Details may not sum to totals due to rounding effects.

Appendix D: Regional Measure 1 Program Cost Detail ($ Millions) (Cont'd.)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2008)	Cost To Date (02/2008)	Cost Forecast (02/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Carquinez Bridge Replacement Project							
New Bridge	**01301_**						
Capital Outlay Support		60.5	(0.3)	60.2	60.2	60.2	-
Capital Outlay Construction		253.3	4.0	257.3	255.9	257.3	-
Total		313.8	3.7	317.5	316.1	317.5	-
Crockett Interchange Reconstruction	**01305_**						
Capital Outlay Support		32.0	(0.1)	31.9	31.9	31.9	-
Capital Outlay Construction		73.9	-	73.9	71.9	73.9	-
Total		105.9	(0.1)	105.8	103.8	105.8	-
Existing 1927 Bridge Demolition	**01309_**						
Capital Outlay Support		16.1	-	16.1	14.8	14.5	(1.6)
Capital Outlay Construction		35.2	-	35.2	33.7	35.2	-
Total		51.3	-	51.3	48.5	49.7	(1.6)
Other Contracts	**See note below**						
Capital Outlay Support		15.8	0.2	16.0	15.8	16.0	-
Capital Outlay Construction		18.8	(0.8)	18.0	15.8	18.1	0.1
Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-
Total		45.1	(0.6)	44.5	41.5	44.6	0.1
Subtotal BATA Capital Outlay Support		124.4	(0.2)	124.2	122.7	122.6	(1.6)
Subtotal BATA Capital Outlay Construction		381.2	3.2	384.4	377.3	384.5	0.1
Subtotal Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-
Project Reserves		12.1	(3.0)	9.1	-	0.6	(8.5)
Total Carquinez Bridge Replacement Project		**528.2**	**-**	**528.2**	**509.9**	**518.2**	**(10.0)**

Notes: **Other Contracts includes EA's 01301_,01302_, 01303_, 01304_,01305_, 01306_, 01307_, 01308_, 01309_,0130A_, 0130C_, 0130D_ , 0130F_, 0130G_, 0130H_, 0130J_, 00453_, 00493_, 04700_, 00607_, 2A270_, and 29920_ and all Project Right-of-Way**

Note: Details may not sum to totals due to rounding effects.

Appendix D: Regional Measure 1 Program Cost Detail ($ Millions) (Cont'd.)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (02/2008)	Cost To Date (02/2008)	Cost Forecast (02/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation	**See note [1] below**						
Capital Outlay Support							
BATA Funding		2.2	-	2.2	1.4	2.2	-
Non-BATA Funding		8.6	-	8.6	10.4	10.4	1.8
Subtotal		10.8	-	10.8	11.8	12.6	1.8
Capital Outlay Construction							
BATA Funding		40.2	-	40.2	33.4	33.4	(6.8)
Non-BATA Funding		51.1	-	51.1	51.1	51.1	-
Subtotal		91.3	-	91.3	84.5	84.5	(6.8)
Project Reserves		-	-	-	-	-	-
Total		102.1	-	102.1	96.3	97.1	(5.0)
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	**04152_**						
Capital Outlay Support							
BATA Funding		4.0	(0.4)	3.6	3.3	3.6	-
Non-BATA Funding		4.0	(4.0)	-	-	-	-
Subtotal		8.0	(4.4)	3.6	3.3	3.6	-
Capital Outlay Construction		16.9	3.6	20.5	16.4	16.2	(4.3)
Project Reserves		0.1	0.8	0.9	-	5.2	4.3
Total		25.0	-	25.0	19.7	25.0	-
Richmond Parkway Project (RM 1 Share Only)	**Non-Caltrans**						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		5.9	-	5.9	4.3	5.9	-
Total		5.9	-	5.9	4.3	5.9	-
San Mateo-Hayward Bridge Widening	**See note [2] below**						
Capital Outlay Support		34.6	(0.3)	34.3	34.1	34.3	-
Capital Outlay Construction		180.2	-	180.2	174.1	176.2	(4.0)
Capital Outlay Right-of-Way		1.5	-	1.5	0.5	0.6	(0.9)
Project Reserves		1.5	0.3	1.8	-	0.8	(1.0)
Total		217.8	-	217.8	208.7	211.9	(5.9)
I-880/SR-92 Interchange Reconstruction	**EA's 23317_, 01601_, and 01602_**						
Capital Outlay Support		28.8	26.2	55.0	36.5	55.0	-
Capital Outlay Construction							
BATA Funding		85.2	60.2	145.4	-	145.4	-
Non-BATA Funding		9.6	-	9.6	-	9.6	-
Subtotal		94.8	60.2	155.0	-	155.0	-
Capital Outlay Right-of-Way		9.9	5.1	15.0	9.5	16.9	1.9
Project Reserves		0.3	19.7	20.0	-	20.0	-
Total		133.8	111.2	245.0	46.0	246.9	1.9
Bayfront Expressway Widening	**EA's 00487_, 01511_, and 01512_**						
Capital Outlay Support		8.6	(0.3)	8.3	8.2	8.2	(0.1)
Capital Outlay Construction		26.5	-	26.5	24.9	26.5	-
Capital Outlay Right-of-Way		0.2	-	0.2	0.2	0.2	-
Project Reserves		0.8	0.3	1.1	-	1.1	-
Total		36.1	-	36.1	33.3	36.0	(0.1)
US 101/University Avenue Interchange Modification	**Non-Caltrans**						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		3.8	-	3.8	3.7	3.8	-
Total		3.8	-	3.8	3.7	3.8	-
Subtotal BATA Capital Outlay Support		358.3	55.0	413.3	379.0	411.6	(1.7)
Subtotal BATA Capital Outlay Construction		1,569.8	231.0	1,800.8	1,556.3	1,785.8	(15.0)
Subtotal Capital Outlay Right-of-Way		42.5	5.0	47.5	32.5	48.5	1.0
Subtotal Non-BATA Capital Outlay Support		14.0	1.2	15.2	16.7	17.0	1.8
Subtotal Non-BATA Capital Outlay Construction		92.4	9.5	101.9	82.9	101.9	-
Project Reserves		35.6	22.1	57.7	-	52.5	(5.2)
Total RM1 Program		**2,112.6**	**323.8**	**2,436.4**	**2,067.4**	**2,417.3**	**(19.1)**

Notes:

[1] Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Includes Non-TBSRA Expenses for EA 0438U_ and 04157_

[2] San Mateo-Hayward Bridge Widening Includes EA's 00305_, 04501_, 04502_, 04503_, 04504_, 04505_, 04506_, 04507_, 04508_, 04509_, 27740_, 27790_, 04860_

Note: Details may not sum to totals due to rounding effects.

Appendix E: Regional Measure 1 Program Summary Schedule

Appendix F: Glossary of Terms

AB144/SB 66 BUDGET: The planned allocation of resources for the Toll Bridge Seismic Retrofit Program, or subordinate projects or contracts, as provided in Assembly Bill 144 and Senate Bill 66, signed into law by Governor Schwarzenegger on July 18, 2005 and September 29, 2005, respectively.

BATA BUDGET: The planned allocation of resources for the Regional Measure 1 Program, or subordinate projects or contracts as authorized by the Bay Area Toll Authority as of June 2005.

APPROVED CHANGES: For cost, changes to the AB144/SB 66 Budget or BATA Budget as approved by the Bay Area Toll Authority Commission. For schedule, changes to the AB 144/SB 66 Project Complete Baseline approved by the Toll Bridge Program Oversight Committee, or changes to the BATA Project Complete Baseline approved by the Bay Area Toll Authority Commission.

CURRENT APPROVED BUDGET: The sum of the AB144/SB66 Budget or BATA Budget and Approved Changes.

COST TO DATE: The actual expenditures incurred by the program, project or contract as of the month and year shown.

COST FORECAST: The current forecast of all of the costs that are projected to be expended so as to complete the given scope of the program, project, or contract.

AT COMPLETION VARIANCE or VARIANCE (cost): The mathematical difference between the Cost Forecast and the Current Approved Budget.

AB 144/SB 66 PROJECT COMPLETE BASELINE: The planned completion date for the Toll Bridge Seismic Retrofit Program or subordinate projects or contracts.

BATA PROJECT COMPLETE BASELINE: The planned completion date for the Regional Measure 1 Program or subordinate projects or contracts.

PROJECT COMPLETE CURRENT APPROVED SCHEDULE: The sum of the AB144/SB66 Project Complete Baseline or BATA Project Complete Baseline and Approved Changes.

PROJECT COMPLETE SCHEDULE FORECAST: The current projected date for the completion of the program, project, or contract.

SCHEDULE VARIANCE or VARIANCE (schedule): The mathematical difference expressed in months between the Project Complete Schedule Forecast and the Project Complete Current Approved Schedule.

The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Toll Bridge Seismic Retrofit and Regional Measure 1 Programs. The contract value for the monitoring efforts, technical analysis, and field site works that contribute to these reports, as well as the report preparation and production, is $1,574,873.

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ITEM 5: SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES

a. Opportunity Schedule
   1) Revised Incentive Plan
      SAS Contract

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 27, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5a

Item- Opportunity Schedule

Recommendation:
For Information Only

Discussion:
The Opportunity Schedule will be an open discussion item at the meeting.

Attachment:
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 27, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5a, 1)

Item- San Francisco-Oakland Bay Bridge Updates
Opportunity Schedule
Revised Incentive Plan for SAS Contract

Recommendation:
Review and approve cost and schedule negotiating parameters for a revised incentive plan for the SAS contract.

Cost:
N/A.

Schedule:
N/A.

Discussion:
The PMT has developed a revised incentive plan for the SAS contract to increase the likelihood of ABF meeting the TBPOC Opportunity Schedule goals and achieve seismic safety one year early. The current incentive specification is insufficient to entice ABF to investing significant additional funds into the project to accelerate work. A revised incentive plan would significantly increase the incentive payments and provides additional construction flexibility to ABF for acceleration.

Current Specification Issues

The current incentive specification provides for a $50,000/day incentive, capped at $9 million or 6 months, to complete SAS enough to transfer the Hinge K area to the YBITS contractor. The Hinge K transfer is critical to allow YBITS to complete their work in time to open the bridge. Follow-on work on the SAS to make the bridge ready for westbound and eastbound traffic needs to be complete no later than 180 and 360 days after transfer of Hinge K. For all phases of work, there is a $100,000/day liquidated damage clause for late finish that is capped at $125,000,000.

The flaw in the contract specification results from the liquidated damages being tied to each phase of work and the high liquidated damages rate in comparison to the incentive (LD's $100K/day versus Incentive $50K/day), which encourages the contractor to avoid incurring liquidated damages more than accelerating work for the incentive. There are scenarios when ABF can finish entire project early, but still incur significant liquidated damages. Examples are shown in the attached table as Scenarios A, B and C.

- In Scenario A, ABF completes Hinge K six months early and earns a $9 M incentive. However, because the westbound ready work takes three months longer than planned, ABF also incurs a $9 M charge in liquidated damages. The net for ABF would be zero, while still finishing early.

- In Scenario B, while ABF can complete Hinge K six months early, ABF chooses to delay that work knowing that westbound ready work will take three additional months. Using the Hinge K float to cover the delays to westbound ready, ABF can still get a $4.5 M incentive while avoiding any liquidated damages for westbound ready. Further, ABF would get three additional months to complete eastbound ready work as this work needs to be completed 360 days after Hinge K transfer.

- Scenario C is similar to Scenario B, except that westbound and eastbound ready is delayed by one month. While the project would still be completed earlier than per contract, ABF would be penalized $1.5 M for finishing early.

The $9 M maximum incentive does not appear to be significant enough to engage ABF in discussions to accelerate work on the project. $9 M represents only ½ of 1 percent of the overall contract value. To entice ABF into working proactively on accelerating work, staff believes an incentive on the order of $70 million or 5% of the contract value is necessary.

Revised Incentive Plan

At present, the Department has had some informal discussions with ABF on a revised incentive structure, but is awaiting TBPOC approval of the concepts and parameters for negotiations. The proposed revised incentive plan would significantly increase the maximum incentive for Hinge K transfer, add separate incentives for westbound and eastbound ready, revise the liquidated damages clauses, add a potential "no-fault" clause, and provide additional construction flexibility to ABF. The incentive plan will not absolve the Department from damages due to changes to the contract during construction. The Department would still need to compensate ABF for damages via

CCO's and claims, but the plan would just better encourage early completion. Potential incentive scenarios are attached. A comparative table is provided below:

	Current	Revised with Figures for Discussion
Hinge K Transfer Incentive	$50K/day up to $9 M	$150K/day with or without a cap, equals $4.5 M per month or $54 M per year.
Westbound Ready Incentive	None	$50K/day up to $9 M
Eastbound Ready Incentive	None	$50K/day up to $18 M
Revises Liquidated Damages Specification	$100K/day for everyday late for each Phase of work	**Option** – LD's could be restructured to apply to Hinge K transfer and/or contract completion, or completely removed from contract to encourage partnership with ABF and Department.
"No Fault" Clause	None	**Option** – "No Fault" clause could be added to attempt to decouple incentives from responsibility of delay cause to encourage partnership with ABF and Department.
Allows westbound and eastbound ready work while traffic on bridge under prescribed lane closures	None	Allows ABF flexibility to complete minor work would traffic is on bridge.
Adds Contract Complete Phase	None	Adds a contract complete phase to allow ABF time to do clean up work after traffic is on bridge.

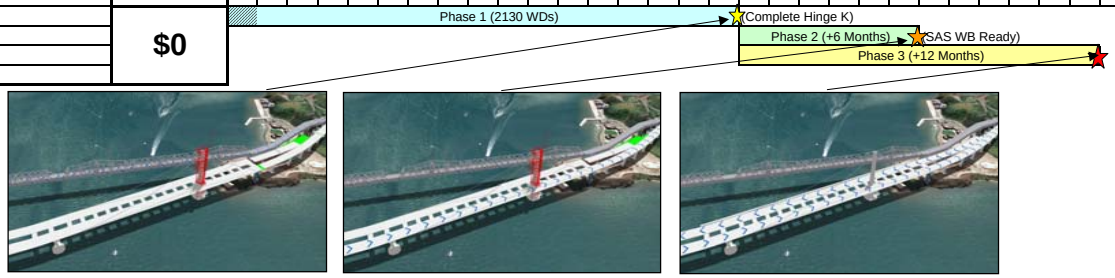
Attachments:
Tables 1 and 2 – SAS Incentive Plan Overview
Attachment 1 - Draft CCO, SAS Incentive Change Proposal

Table 1 - Current SAS Incentive Plan Overview

Baseline Contract

Ph 1 - Completes Hinge K, Ph 2 - SAS WB Ready, Ph 3 - SAS EB Ready

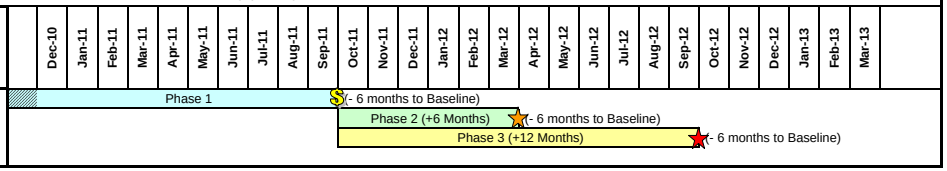
	Phase 1 - Hinge K Ready	Phase 2 - WB Ready	Phase 3 - EB Ready/ Contract Complete	Total Incentive/ (Disincentive) ($ M)
Baseline Schedule	2,130	2,310	2,490	$0
Days (Early)/Late	-	-	-	
Revised Schedule	2,130	2,310	2,490	
Incentive/Disincentive	$ -	$ -	$ -	



Baseline - Phase 1 Six Months Acceleration and Phases 2 and 3 On Time

Ph 1 - 2130 WD's w/ $50K/day incentive and $9M cap (6 months). Phs 2 and 3 to completed 180 and 360 days after Ph 1. All Phs have $100K/day penalty for late finish.

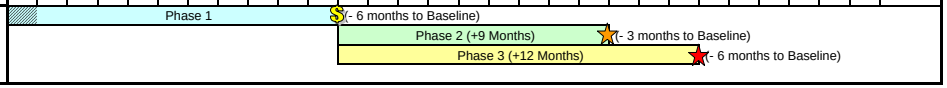
	Phase 1 - Hinge K Ready	Phase 2 - WB Ready	Phase 3 - EB Ready/ Contract Complete	Total Incentive/ (Disincentive) ($ M)
Baseline Schedule	2,130	2,130	2,310	$9
Days (Early)/Late	(180)	-	-	
Revised Schedule	1,950	2,130	2,310	
Incentive/Disincentive	$ 9,000,000	$ -	$ -	



Scenario A - Phase 1 Six Months Acceleration, Phase 2 Three Months Late and Phase 3 On Time

ABF finish Ph 1 six months early, but Ph 2 takes extra three months. ABF would earn $9M Ph 1 bonus, but would be penalized $9M for Ph 2.

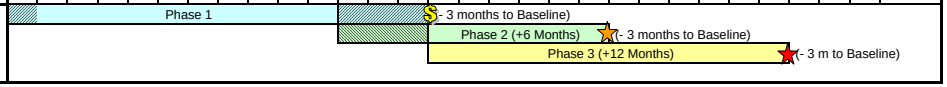
	Phase 1 - Hinge K Ready	Phase 2 - WB Ready	Phase 3 - EB Ready/ Contract Complete	Total Incentive/ (Disincentive) ($ M)
Baseline Schedule	2,130	2,130	2,310	$0
Days (Early)/Late	(180)	90	-	
Revised Schedule	1,950	2,220	2,310	
Incentive/Disincentive	$ 9,000,000	$ (9,000,000)	$ -	



Scenario B - Phase 1 Three Months Acceleration, Phases 2 and 3 On Time

ABF delays early Ph 1 finish by three months, to cover longer Ph 2. ABF would earn $4.5 Ph 1 bonus, but avoids penalty and allows 3 month later finish

	Phase 1 - Hinge K Ready	Phase 2 - WB Ready	Phase 3 - EB Ready/ Contract Complete	Total Incentive/ Disincentive ($ M)
Baseline Schedule	2,130	2,220	2,400	$4.5
Days (Early)/Late	(90)	-	-	
Revised Schedule	2,040	2,220	2,400	
Incentive/Disincentive	$ 4,500,000	$ -	$ -	



Scenario C - Phase 1 Six Months Acceleration, Phases 2 and 3 One Month Late

ABF finishes Ph 1 three months early, but is one month late on Phs 2 and 3. SAS finishes early but ABF is penalized $1.5 M.

	Phase 1 - Hinge K Ready	Phase 2 - WB Ready	Phase 3 - EB Ready/ Contract Complete	Total Incentive/ (Disincentive) ($ M)
Baseline Schedule	2,130	2,220	2,400	-$1.5
Days (Early)/Late	(90)	30	30	
Revised Schedule	2,040	2,250	2,430	
Incentive/Disincentive	$ 4,500,000	$ (3,000,000)	$ (3,000,000)	

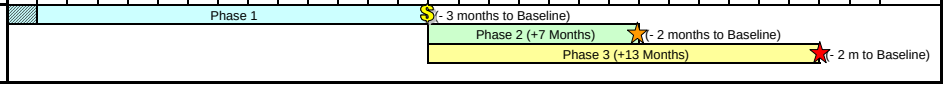
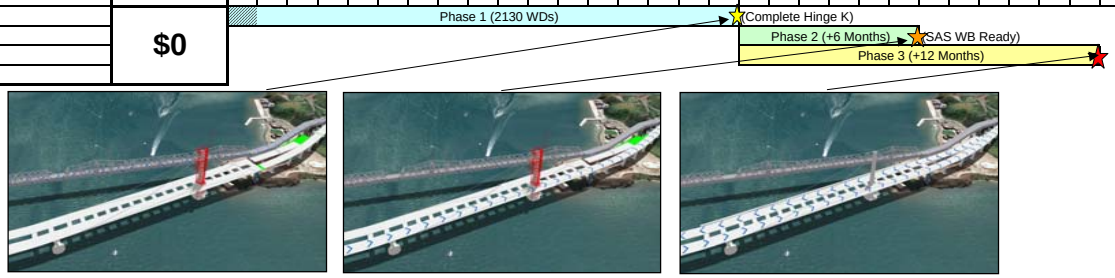


Table 2 - Revised SAS Incentive Plan Overview

Baseline Contract

Ph 1 - Completes Hinge K, Ph 2 - SAS WB Ready, Ph 3 - SAS EB Ready

	Phase 1 - Hinge K Ready	Phase 2 - WB Ready	Phase 3 - EB Ready/ Contract Complete		Total Incentive/ (Disincentive) ($ M)
Baseline Schedule	2,130	2,310	2,490		$0
Days (Early)/Late	-	-	-		
Revised Schedule	2,130	2,310	2,490		
Incentive/Disincentive	$ -	$ -	$ -		

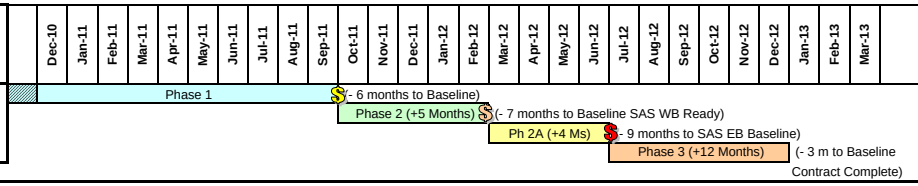


6 Months Early Revised Incentive Proposal - Add Incentive for Hinge K, WB Ready, and EB Ready

Substantially increase Ph 1 - Hinge K Incentive and adds incentives for WB and EB Ready. Splits Phase 3 into separate Phase 2A - EB Ready and Phase 3 - Contract Complete. Incentives TBD. Work, particularly Ph 3, would be allowed on bridge with lane closures after opening to traffic. LD's to be partly waived for period of time. No additional TRO granted if Phase 3 late. No Fault clause.

In this example, Ph 1 incentive is $150k/day w/o cap, Ph 2 and 2A incentive are $50k/day before 180 days after completion each prior phase. Ph 1 complete a 6 months early. Ph 2 ready 7 months early. Ph 2A ready 9 months early.

	Phase 1 - Hinge K Ready	Phase 2 - WB Ready	New Phase 2A - EB Ready	New Phase 3 - Contract Complete	Total Incentive/ (Disincentive) ($ M)
Baseline Schedule	2,130	2,130	2,280	2,130	$31.5
Days (Early)/Late	(180)	(30)	(60)	-	
Revised Schedule	1,950	2,100	2,220	2,130	
Incentive/Disincentive	$ 27,000,000	$ 1,500,000	$ 3,000,000	$ -	

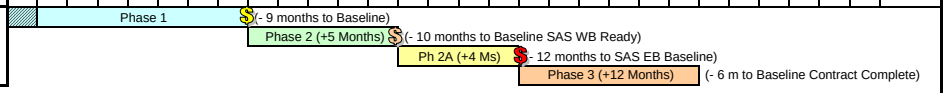


9 Months Early Revised Incentive Proposal - Add Incentive for Hinge K, WB Ready, and EB Ready

Substantially increase Ph 1 - Hinge K Incentive and adds incentives for WB and EB Ready. Splits Phase 3 into separate Phase 2A - EB Ready and Phase 3 - Contract Complete. Incentives TBD. Work, particularly Ph 3, would be allowed on bridge with lane closures after opening to traffic. LD's to be partly waived for period of time. No additional TRO granted if Phase 3 late. No Fault clause.

In this example, Ph 1 incentive is $150k/day w/o cap, Ph 2 and 2A incentive are $50k/day before 180 days after completion each prior phase. Ph 1 complete 9 months early. Ph 2 ready 10 months early. Ph 2A ready 12 months early.

	Phase 1 - Hinge K Ready	Phase 2 - WB Ready	New Phase 2A - EB Ready	New Phase 3 - Contract Complete	Total Incentive/ (Disincentive) ($ M)
Baseline Schedule	2,130	2,040	2,190	2,040	$45
Days (Early)/Late	(270)	(30)	(60)	-	
Revised Schedule	1,860	2,010	2,130	2,040	
Incentive/Disincentive	$ 40,500,000	$ 1,500,000	$ 3,000,000	$ -	

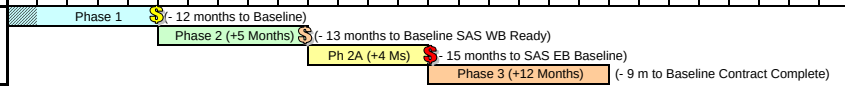


12 Months Early Revised Incentive Proposal - Add Incentive for Hinge K, WB Ready, and EB Ready

Substantially increase Ph 1 - Hinge K Incentive and adds incentives for WB and EB Ready. Splits Phase 3 into separate Phase 2A - EB Ready and Phase 3 - Contract Complete. Incentives TBD. Work, particularly Ph 3, would be allowed on bridge with lane closures after opening to traffic. LD's to be partly waived for period of time. No additional TRO granted if Phase 3 late. No Fault clause.

In this example, Ph 1 incentive is $150k/day w/o cap, Ph 2 and 2A incentive are $50k/day before 180 days after completion each prior phase. Ph 1 complete a year early. Ph 2 ready 13 months early. Ph 2A ready 15 months early.

	Phase 1 - Hinge K Ready	Phase 2 - WB Ready	New Phase 2A - EB Ready	New Phase 3 - Contract Complete	Total Incentive/ (Disincentive) ($ M)
Baseline Schedule	2,130	1,950	2,100	1,950	$58.5
Days (Early)/Late	(360)	(30)	(60)	-	
Revised Schedule	1,770	1,920	2,040	1,950	
Incentive/Disincentive	$ 54,000,000	$ 1,500,000	$ 3,000,000	$ -	



ATTACHMENT 1 – DRAFT CCO, SAS INCENTIVE CHANGE PROPOSAL

SECTION 4. BEGINNING OF WORK, TIME OF COMPLETION AND LIQUIDATED DAMAGES

Attention is directed to the provisions in "Order of Work," of these special provisions, Section 8-1.03, "Beginning of Work," Section 8-1.06, "Time of Completion," and Section 8-1.07, "Liquidated Damages," of the Standard Specifications, and these special provisions.

The Contractor shall begin work within 15 calendar days after the contract has been approved by the Attorney General or the attorney appointed and authorized to represent the Department of Transportation.

The second through fourth paragraphs, inclusive, and the first sentence of the fifth paragraph of Section 8-1.06, "Time of Completion," of the Standard Specifications shall not apply. A working day is defined as any day, with no exceptions.

The work shall be completed in phases as described in Section 10-1.01 "Order of Work" of these special provisions.

Phase 1 work shall be diligently prosecuted to completion before the expiration of **2130 WORKING DAYS** beginning on the fifteenth day after approval of the contract.

~~The Contractor shall pay to the State of California the sum of $100,000 per day as liquidated damages, for each and every day's delay in completing Phase 1 work in excess of the number of working days prescribed above for Phase 1.~~ For each and every working day less than the number of working days prescribed above for Phase 1, the Contractor will receive an incentive payment of $150,000(AMOUNT TO BE DETERMINED)~~$50,000~~. ~~Should the incentive apply concurrently with other incentives specified elsewhere in these special provisions, both will be earned.~~ ~~The total incentive for Phase 1 work will not exceed $9,000,000~~.

Phase 2 work shall be diligently prosecuted to completion before the expiration of 180 working days after actual completion of Phase 1~~ or 2310 WORKING DAYS beginning on the fifteenth day after approval of the contract, whichever is earlier~~.

~~The Contractor shall pay to the State of California the sum of $100,000 per day as liquidated damages, for each and every day's delay in completing Phase 2 work in excess of the earliest completion date for Phase 2 as prescribed above.~~ For each and every working day less than the number of working days prescribed above for completing Phase 2, the Contractor will receive an incentive payment of $50,000(AMOUNT TO BE DETERMINED).

Phase 2A work shall be diligently prosecuted to completion before the expiration of 180 working days after actual completion of Phase 2.

For each and every working day less than the number of working days prescribed above for completing Phase 2A, the Contractor will receive an incentive payment of $50,000(AMOUNT TO BE DETERMINED).

Phase 3 work shall be diligently prosecuted to completion before the expiration of ~~360~~ 180(NOTE EXTENTION OF CONTRACT TIME-DAYS TO BE DETERMINED) working days after actual completion of Phase 2A~~1 or 2490 WORKING DAYS beginning on the fifteenth day after approval of the contract, whichever is earlier~~. The days provided to complete Phase 3 shall be granted as non-compensable in conformance with Section 8-1.07, "Liquidated Damages," of the Standard Specifications, except that no additional compensation will be permitted in accordance with Section 8-1.09, "Right of Way Delays," of the Standard Specifications, and that no payment including, but not limited to, such costs as direct, indirect, consequential, or time related overhead will be made in association with the non-compensable contract time extension. Non-compensable days shall be applied to the current contract completion date after the expiration of the number of working days measured for payment for time related overhead in accordance with "Time Related Overhead" of these special provisions.

Should an incentive apply concurrently with another incentive specified elsewhere in these special provisions, both will be earned. (ADD NO EXCUSE CLAUSE HERE?)

The Contractor shall pay to the State of California the sum of $100,000 per day as liquidated damages, for each and every day's delay in completing Phase 3 work in excess of the ~~earliest~~ completion date for Phase 3 as prescribed above.

Should two or more liquidated damages accrue concurrently, no more than $100,000 per day will be assessed. Total liquidated damages for the project will not exceed $125,000,000.

Inspection, testing, and review duties performed by the Engineer shall be considered as included in the number of working days for completion of the phases of work and no extensions of time will be allowed for such actions in determining liquidated damages or incentive payments.

The time limit specified for the completion of the work contemplated herein is considered insufficient to permit completion of the work by the Contractor working a normal number of hours per day or week on a single shift basis. Should the Contractor fail to maintain the progress of the work in accordance with the "Progress Schedule (Critical Path Method)" required in these special provisions, additional shifts will be required to the extent necessary to ensure that the progress conforms to the above mentioned schedule and that the work will be completed within the time limit specified.

Full compensation for additional costs occasioned by compliance with the provisions in this section shall be considered as included in the prices paid for the various contract items of work and no additional compensation will be allowed therefor.

10-1.01 ORDER OF WORK

Order of work shall conform to the provisions in Section 5-1.05, "Order of Work," of the Standard Specifications and these special provisions.

Attention is directed to "Strong Motion Detection System," of these special provisions regarding the order of work concerning electrical work for the seismic monitoring system.

No above ground electrical work shall be performed on any system within the project site until all Contractor-furnished electrical materials for that individual system have been tested and delivered to Contractor.

For each box girder location at Pier E2, the shear key shall be installed before the spherical bushing bearings are installed.

The State will furnish to the Contractor working drawings for the as-fabricated tower footing and a steel template with holes that correspond to the as-fabricated location of the tower anchorage anchor bolt pipe sleeves and dowels no later than March 31, 2007, in accordance with the requirements in "STEEL STRUCTURES," subsection "TEMPLATE," of these special provisions. The steel template will be available in Corpus Christi, Texas for the Contractor to transport to its fabrication facility.

DESIGNATED PORTIONS OF WORK

Attention is directed to "Beginning Of Work, Time Of Completion And Liquidated Damages," of these special provisions. The designated portions of work shall be defined as follows:

Designated Portion of Work - Phase 1

The Designated Portion of Work – Phase 1 shall be defined as including the following items of work:

1. All work necessary to allow the completion of Hinge "K" by the YBI Structures contractor prosecuting Contract No. 04-0120P4 as provided for under "Cooperation," of these special provisions. Temporary supports shall be fully released and shall be clear of any superstructure member by a minimum of 2 meters in any direction.
2. Cable wrapping in the area west of Pier W2(including saddle housings and cable shrouds).
3. Painting of the cable system in the area west of Pier W2
4. Removal of all temporary works in the area west of Pier W2.
5. Dehumidification of cable loop.
6. All mechanical, electrical and access details west of Pier W2.

At the completion of the Designated Portion of Work – Phase 1, the contractor shall vacate the area west of the W2 centerline to allow completion of the Hinge K closure pour by the 04-0120P4 Contractor.

Designated Portion of Work – Phase 2

The Designated Portion of Work – Phase 2 shall be defined as the completion of all elements of the work, as shown on the plans and special provisions, required to place traffic on the structure in the westbound direction ~~with no further lane closures required and no work to be performed over traffic to complete Phase 3~~. Lane closures will be permitted as approved by the Engineer.

Designated Portion of Work – Phase 2A

The Designated Portion of Work – Phase 2A shall be defined as the completion of all elements of the work, as shown on the plans and special provisions, required to place traffic on the structure in the eastbound direction. Lane closures will be permitted as approved by the Engineer.

Designated Portion of Work - Phase 3

The Designated Portion of Work – Phase 3 shall be defined as the completion of all the remaining work, including the following items of work:

1. Complete removal of the temporary towers
2. Tower fender
3. Tower Skirt
4. Traveler installation
5. Internal deck painting
6. Final paint coat below deck level
7. Dehumidification System (except cable loop dehumidification)
8. Access details below the roadway level
9. Eastbound access details
10. Final tightening of the eastbound barriers
11. Eastbound electrical and mechanical work
12. Eastbound Hinge A joint seal assembly
13. Eastbound striping and signs
14. Bike path striping and joint sealing
15. Bike path railing and lighting

Attention is directed to "Maintaining Traffic" of these special provisions and construction sequences as shown on the plans.

Attention is directed to "Progress Schedule (Critical Path Method)" of these special provisions regarding the submittal of a general time-scaled logic diagram within 10 days after approval of the contract. The diagram shall be submitted prior to performing any work that may be affected by any proposed deviations to the construction staging of the project.

The work shall be performed in conformance with construction sequences shown on the plans and these special provisions. Nonconflicting work in subsequent sequences may proceed concurrently with work in preceding sequences, provided satisfactory progress is maintained in the preceding sequences of construction.

Attention is directed to "General Migratory Bird Protection," "Environmental Work Restrictions," and "Environmentally Sensitive Areas (General)," of these special provisions.

Not less than 60 days prior to applying seeds, the Contractor shall furnish the Engineer a statement from the vendor that the order for the seed required for this contract has been received and accepted by the vendor. The statement from the vendor shall include the names and quantity of seed ordered and the anticipated date of delivery.

Attention is directed to "Move In/Move Out (Erosion Control)" in these special provisions regarding the mobilization of equipment and materials for erosion control work.

Attention is directed to "Fiber Rolls" of these special provisions, regarding restrictions for erosion control (Type D) operations.

THE FOLLOWING NEEDS TO BE REVIEWED BY A TRAFFIC ENGINEER

add to SP 10-1.26 “Maintaining Traffic,” also review SP 10-1.27 and SP 10-1.28 for current language:

In addition to the provisions set forth in "Public Safety" of these special provisions, whenever work to be performed on the freeway traveled way (except the work of installing, maintaining and removing traffic control devices) is within 1.8 m of the adjacent traffic lane, the adjacent traffic lane shall be closed.
Attention is directed to "Portable Changeable Message Sign" of these special provisions. The Contractor shall provide Portable Changeable Message Signs to support the lane closures. Locations and messages to be shown on the plans or as directed by the Engineer.

Chart No. 1
Multilane Lane Requirements

Location: Eastbound Route 80 - Between Treasure Island left off-ramp (KP 12.4) and SFOBB Toll Plaza

FROM HOUR TO HOUR	a.m. 12	1	2	3	4	5	6	7	8	9	10	11	p.m. 12	1	2	3	4	5	6	7	8	9	10	11	12
Mondays through Thursdays	2	2	1	1	1	2	4																		3
Fridays	3	2	2	1	1	2	4																		
Saturdays	4	4	3	3	1	2	2	3	4																
Sundays	4	3	3	2	1	1	2	2	3	4														4	3

Legend:
1 One lane open in direction of travel
2 Two adjacent lanes open in direction of travel
3 Three adjacent lanes open in direction of travel
4 Four adjacent lanes open in direction of travel
No lane closure allowed

REMARK:
See Table Z for closure requirements for designated legal holidays and special days.

Chart No. 2
Multilane Lane Requirements

Location: Westbound Route 80 – Between east end of SFOBB and Treasure Island On-ramp (KP 12.3)

FROM HOUR TO HOUR	a.m. 12	1	2	3	4	5	6	7	8	9	10	11	p.m. 12	1	2	3	4	5	6	7	8	9	10	11	12
Mondays through Thursdays	2	1	1	1	2																4	4	4	3	
Fridays	2	1	1	1	2																	4	4	3	
Saturdays	2	2	1	1	1	2	3	4																4	
Sundays	2	2	1	1	1	2	2	3	3													4	4	3	

Legend:
1 Provide at least one through lane open in direction of travel
2 Provide at least two adjacent lanes open in direction of travel
3 Provide at least three adjacent lanes open in direction of travel
4 Provide at least four adjacent lanes open in direction of travel
No lane closure allowed

REMARKS:
1. See Table Z for closure requirements for designated legal holidays and special days.
2. All lane closures shall be coordinated in advance with the Toll Collection Lieutenant at the San Francisco/Oakland Bay Bridge.
3. All lanes that merge into any open lanes on the SFOBB shall remain open to traffic.

Chart No. 3
Multilane Lane Requirements

Location: EB Route 80 Shoulder – Between the Yerba Buena Island on-ramp and the SFOBB Toll Plaza

FROM HOUR TO HOUR	a.m. 12	1	2	3	4	5	6	7	8	9	10	11	p.m. 12	1	2	3	4	5	6	7	8	9	10	11	12
Mondays through Thursdays	S	S	S	S	S	S	S																		S
Fridays	S	S	S	S	S	S	S																		
Saturdays	S	S	S	S	S	S	S	S	S																
Sundays	S	S	S	S	S	S	S	S	S	S															

Legend:
S Shoulder closure permit
No shoulder closure allowed

REMARK:
See Table Z for closure requirements for designated legal holidays and special days.

Chart No. 4
Multilane Lane Requirements

Location: WB Route 80 Shoulder – Between the east end of SFOBB and the Yerba Buena Island off-ramp

FROM HOUR TO HOUR	a.m. 12	1	2	3	4	5	6	7	8	9	10	11	p.m. 12	1	2	3	4	5	6	7	8	9	10	11	12
Mondays through Thursdays	S	S	S	S	S																	S	S	S	S
Fridays	S	S	S	S	S																		S	S	S
Saturdays	S	S	S	S	S	S	S	S																	S
Sundays	S	S	S	S	S	S	S	S	S														S	S	S

Legend:

S	Shoulder closure permit
	No shoulder closure allowed

REMARK:
1. See Table Z for closure requirements for designated legal holidays and special days.
2. No shoulder closure allowed, except during Stage 1, as shown on Traffic Handling Plans.

Chart No. 5
Multilane Lane Requirements

Location: Westbound Route 80 – Between SFOBB Metering Signals and the east end of SFOBB

FROM HOUR TO HOUR	a.m. 12	1	2	3	4	5	6	7	8	9	10	11	p.m. 12	1	2	3	4	5	6	7	8	9	10	11	12
Mondays through Thursdays	X	X	X	X	X																	X	X	X	X
Fridays	X	X	X	X	X																		X	X	X
Saturdays	X	X	X	X	X	X	X	X																	X
Sundays	X	X	X	X	X	X	X	X															X	X	X

Legend:

X	All lanes that merge into any open lanes on the SFOBB shall remain open to traffic.
	No lane closure allowed

REMARKS:
1. See Table Z for closure requirements for designated legal holidays and special days.
2. All lane closures shall be coordinated in advance with the Toll Collection Lieutenant at the San Francisco/Oakland Bay Bridge.
3. No shoulder closure allowed, except during Stage 1, as shown on Traffic Handling Plans.

ITEM 5: SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES

b. Yerba Buena Island CCO's
   1) CCO 75
   2) CCO 90
   3) CCO 105

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 27, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5b

Item- San Francisco-Oakland Bay Bridge
Yerba Buena Island Detour
Contract Change Orders

Recommendation:
APPROVE

Cost :
$26.6 million

Schedule:
N/A

Discussion:
The Department is requesting approval of the following Contract Change Orders (CCO):

CCO 75 – Yerba Buena Island Transition Structure advance foundation construction at bent W7: $13,150,000;

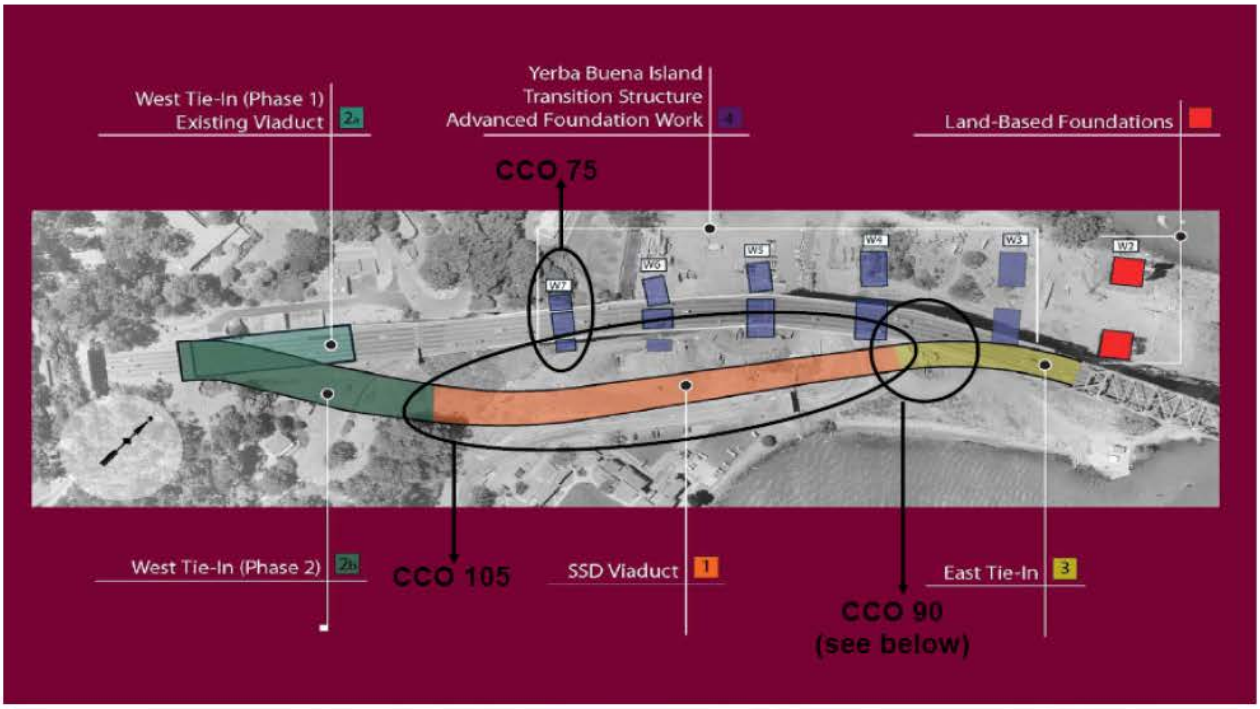
CCO 90 – East Tie In, construction of bent 52 foundations and skid bent (roll in structure) foundations: $11,308,380; and

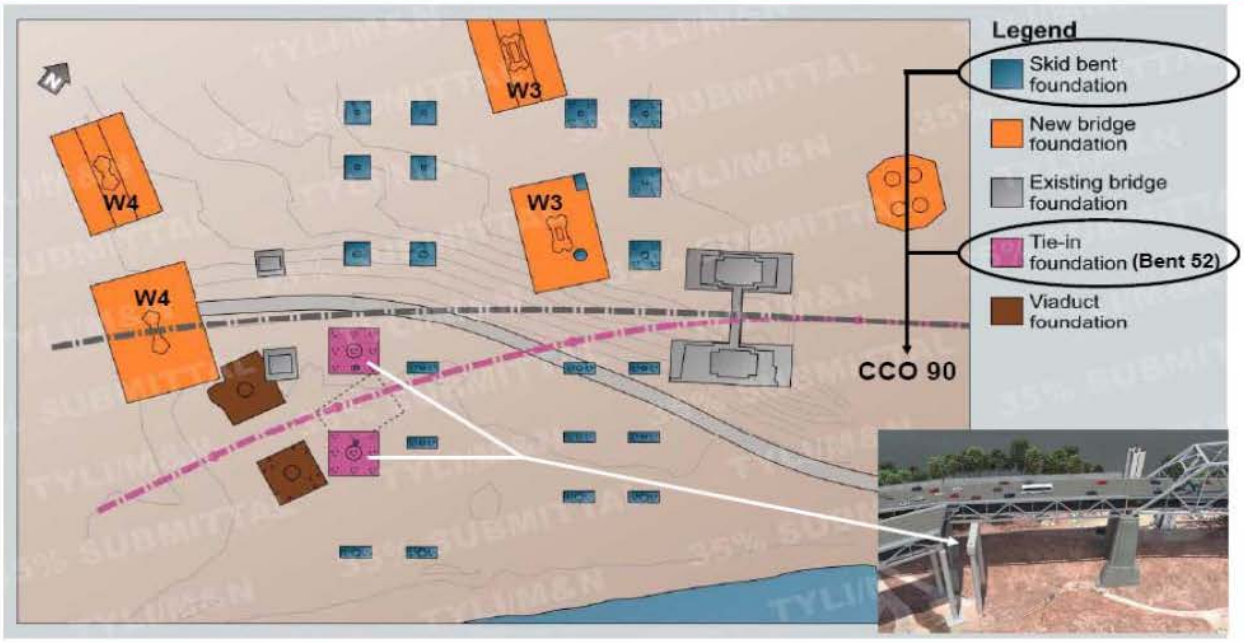
CCO 105 – Viaduct design enhancements (additional steel, fabrication and delivery costs): $2,140,640.

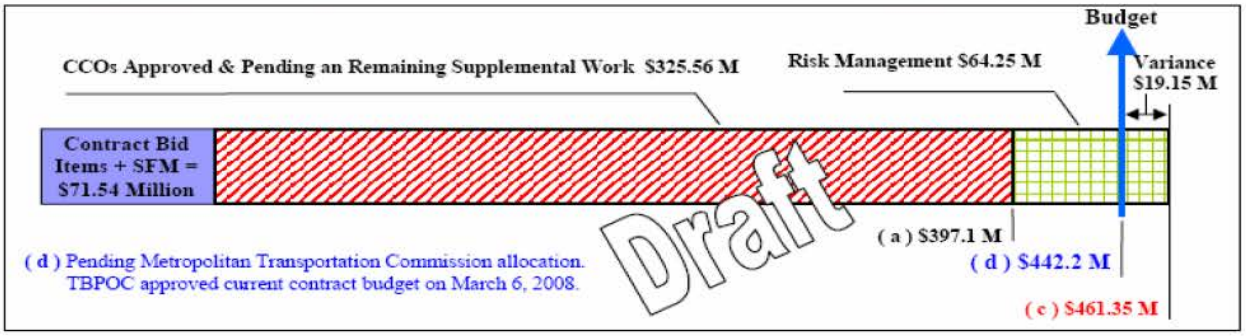
These CCOs are within budget. A current Implementation Memo is attached. The diagrams below show the locations of the work included in the CCOs.

Attachment(s):

1) CCO 75 and CCO Memorandum
2) CCO 90 and CCO Memorandum
3) CCO 105 and CCO Memorandum
4) Contract Change Order Implementation Strategy, April 2008 Updated


West Tie-In (Phase 1)
Existing Viaduct 2a
Yerba Buena Island
Transition Structure
Advanced Foundation Work 4
Land-Based Foundations
CCO 75
W7
W6
W5
W4
W3
W2
West Tie-In (Phase 2) 2b
CCO 105
SSD Viaduct 1
East Tie-In 3
CCO 90
(see below)


W3
W4
W3
W4
CCO 90
Legend
Skid bent foundation
New bridge foundation
Existing bridge foundation
Tie-in foundation (Bent 52)
Viaduct foundation


Budget
CCOs Approved & Pending an Remaining Supplemental Work $325.56 M
Risk Management $64.25 M
Variance $19.15 M
Contract Bid Items + SFM = $71.54 Million
Draft
(a) $397.1 M
(d) $442.2 M
(c) $461.35 M
(d) Pending Metropolitan Transportation Commission allocation.
TBPOC approved current contract budget on March 6, 2008.

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 75	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: **CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Lump Sum:

Perform all work shown on the plans and specifications of Pages No. ?? through ?? of this change order for the construction of the footings and substructure of Bents W7L and W7R of the Yerba Buena Island Transition Structure (Br. No. 34-0006L/R) and the construction of Drainage System No. 1.

For this work, the Contractor shall be compensated a lump sum of $13,150,000.00. Except for the items of work specifically excluded below, this sum constitutes full and final compensation, including all markups, for all costs associated with the work of this change.

All work associated with the implementation and maintenance of the Contractor's Storm Water Pollution Prevention Plan and the placement of all permanent and temporary erosion control (including concrete washouts) shall be paid by the Department separately from this change order.

Flagging costs associated with this work shall be paid under Change Order No. 1 with these costs being paid at 50% by the Department. The remaining flagging costs are considered to be included in the lump sum payment made under this change order.

All excavated soil identified as Structure Excavation (Type H) shall be stockpiled at the excavation site in order to allow for soil testing prior to its transport to the Contractor's stockpile site at the corner of Avenue H and 9th St. on Treasure Island. Costs associated with this stockpiling, included maintenance of the pile and soil testing, are included in the agreed lump sum price of this change. Soil testing of excavated soil not identified as contaminated or hazardous, required for its delivery to the Contractor's stockpile site at the corner of Avenue H and 9th St. on Treasure Island, shall be paid separately from this change order.

The agreed lump sum price provided under this change order is based on all excavated soil being stored either on-site or a the Contractor's stockpile site at the corner of Avenue H and 9th St. on Treasure Island and having that soil incorporated back into the work as backfill. In the event the soil needs to be disposed of off-site due to it being classified as contaminated or hazardous, all transportation and disposal costs for off-site disposal shall be paid as extra work at force account under Change Order No. 126. In the event any non-contaminated soil cannot be incorporated back into the work and requires off-site disposal, all transportation and disposal costs for off-site disposal shall be paid separately from this change order.

Costs associated with the disposal of asphalt concrete are included in the agreed lump sum price of this change.

The cost of furnishing and placing cement modified structural backfill and imported topsoil is deferred and not included in the agreed lump sum compensation paid under this change order. Costs for this work shall be paid under a supplemental change order once the full scope of this work is determined.

Cost of constructing an access ramp and work area on the north side of the existing structure is included in the agreed lump sum compensation paid under this change order. This access and work area shall be left in place for future use by the Department after the completion of the work.

Work associated with the development of integrated shop drawings shall be paid separately from this change order.

Total Cost of Extra Work at Lump Sum $13,150,000.00

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 75	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

Section 5-1.05 "Areas For Contractor's Use" listed under the specifications of this change order shall not be applicable to the work of this change.

All payment clauses contained within the specifications of this change order are superseded by the agreed lump sum payment specified above.

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$13,150,000.00**

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	Resident Engineer BILL CASEY	Date

Approval Recommended by

Signature	SFOBB Construction Manager MIKE FORNER	Date

Engineer Approval by

Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DENNIS TURCHON	FILE: **E.A.** 04 - 0120R4
	CO-RTE-PM SF-80-12.6/13.2
FROM: BILL CASEY	**FED. NO.** ACBRIM-080-1(097)N
CCO#: **75** SUPPLEMENT#: **0** Category Code: **BZZZ**	CONTINGENCY BALANCE (incl. this change) **$46,690,918.82**
COST: **$13,150,000.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: YBITS Advance Construction Bent 7	**PROJECT DESCRIPTION:** CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	**DEF** Day(s)	**1195** Day(s)	**252** %	**8**

THIS CHANGE ORDER PROVIDES FOR:

the construction of the foundations and footings and substructure of Bents W7L and W7R of the Yerba Buena Island Transition Structure (Br. No. 34-0006L/R).

This project, the Temporary Bypass Structure (TBS), was awarded in March 2004 to construct a detour that will allow for the tie in of the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island. The TBS encompasses three main structures, the East Tie-In to the existing bridge, the West Tie-In (WTI) to Yerba Buena Island, and the Viaduct structure between the two tie ins.

The Department issued a December 25, 2006 strategy memo which was approved by Tony Anziano (Toll Bridge Program Manager), Richard Land (Chief Engineer), and subsequently by the Toll Bridge Oversight Committee (TBPOC) that called for the advance construction of foundation work for the Yerba Buena Island Transition Structure (YBITS) under this contract. This change order provides for the construction of Bent W7L and Bent W7R of YBITS under this contract.

The work encompassed under this change includes the excavation of approximately 9,500 cubic meters of soil, the placement of 271 steel piles, 985 cubic meters of concrete foundations, and 3 EA approximately 35 meter high bridge columns, along with the installation of a temporary soil nail retaining wall. The installation of a drainage system, construction of a concrete retaining wall, and the removal of an existing wall are also included.

The agreed lump sum price provided under this change order is based on all excavated soil, excluding drill spoils, being stored either on-site or at the Contractor's stockpile site at the corner of Avenue H and 9th Street on Treasure Island and having that soil incorporated back into the work as backfill. In the event the soil needs to be disposed of off-site due to it being classified as contaminated or hazardous, all transportation and disposal costs for off-site disposal shall be paid as extra work at force account under Change Order No. 126 that has been established for the disposal of any advance YBITS contaminated soil encountered. In the event any non-contaminated soil cannot be incorporated back into the work and requires off-site disposal, all transportation and disposal costs for off-site disposal shall be paid separately from this change order.

Compensation for the work of this change shall be paid as extra work at an agreed lump sum price of $13,150,000.00 which shall be financed from the contract's contingency funds. A cost analysis is on file in the project records.

The cost of placing approximately 6,100 cubic meters of cement modified structural backfill and 1,200 cubic meters of imported topsoil is deferred and shall be paid under a supplement to this change order. The type of backfill used, either concrete slurry or cement modified soil, shall be determined pending scheduling and work area constraints at the time the backfill is required. The cost of this work, if concrete slurry is used, is estimated not to exceed $1,750,000.00. In the event cement modified soil can be incorporated into the work the cost may be considerably less.

Any adjustment of contract time is deferred as the change may affect the controlling operation.

This change was requested by Mike Whiteside, YBI Coordination Engineer, per Memorandum on June 1, 2007 and concurred by Alec Melkonians - Asst. Project Manager, Hong Wong - Project Engineer, Lina Ellis - Structures Maintenance, and Robert Kobal - HQ Assistant Construction Coordinator.

CONCURRED BY:			
Construction Engineer:		Date	
Bridge Engineer:	Mike Whiteside, Toll Bridge Design	Date	6/1/07
Project Engineer:		Date	
Project Manager:	Alec Melkonians	Date	
FHWA Rep.:		Date	
Environmental:		Date	
Other (specify):	Robert Kobal, HQ Asst.Const.Coor	Date	
Other (specify):		Date	
District Prior Approval By:		Date	
HQ (Issue Approve) By:	Ken Darby, HQ CCO Engineer	Date	
Resident Engineer's Signature:		Date	

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$0.00	$0.00
AGREED PRICE	$13,150,000.00	$13,150,000.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$13,150,000.00	$13,150,000.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☐ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☑ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☑ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 90	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: **CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Eliminate the planned construction of the East Tie-In portion of the Temporary Bypass Structure (Bridge No. 34-0006 (TEMP)) that is shown on the original contract plans and specified in the contract Special Provisions.

Estimate of Decrease in Contract Item at Contract Price:

Item No. 10: TEMPORARY BYPASS STRUCTURE EAST TIE-IN
-1 LS (–100.00%) ,000,000.00 /LS = –$6,000,000.00 (–100.00%)

Total Cost for Decrease in Contract Item.....($6,000,000.00)

Extra Work at Force Account:

Provide for the off-site transportation and disposal of any soil classified as contaminated or hazardous based on soil testing results of the excavated soil, excluding drill spoils, from the work of this change order as determined by the Engineer.

Estimated Cost of Extra Work at Force Account $800,000.00

Extra Work at Lump Sum:

Perform all work shown on the plans and specifications of Sheets 4 through 227 of this change order for the construction of the Skid Bent piles and footings (A1E&W, A2E&W, A3E&W, A4E, A5E, A6E&W, B1E&W, B2E&W, B3E&W, B4E&W, B5E&W, and B6E&W), the construction of Bent 52A piles, footings, columns and bent cap and the modifications required to the Bent W3R footing to incorporate Skid Bent foundations B2W and B3W into that footing.

For this work, the Contractor shall be compensated a lump sum of $16,442,380.00. Except for the items of work specifically excluded below, this sum constitutes full and final compensation, including all markups, for all costs associated with the work of this change.

All modification made to the Bent W3R footing under this change order shall supersede the original plan sheets issued under Change Order No. 73 for that footing.

All work associated with the implementation and maintenance of the Contractor's Storm Water Pollution Prevention Plan and the placement of all permanent and temporary erosion control (including concrete washouts) shall be paid by the Department separately from this change order.

Flagging costs associated with this work shall be paid under Change Order No. 1 with these costs being paid at 50% by the Department. The remaining flagging costs are considered to be included in the lump sum payment made under this change order.

The work concerning furnishing and installing the Bent 52A bearings at the top of the bent cap, including furnishing and installing the masonry plate and placing the grout pad, is excluded from the work of this change order.

The installation of the anchor rod assemblies for the bearings at Bent 52A and the installation of all anchor rods for future attachment to the skid bent tower legs is included in the scope of this change order. Furnishing these anchor rod assemblies and anchor rods are excluded from the scope of this change order and shall be paid under Change Order No. 112.

CCO 90	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

All excavated soil from the foundations of skid bent footings A4E, A5E, A6 E&W, B4E&W, B5E&W, B6E&W and Bent 52A shall be stockpiled at the excavation site in order to allow for soil testing prior to its transport to the Contractor's stockpile site at the corner of Avenue H and 9th St. on Treasure Island. Costs associated with this stockpiling, including maintenance of the pile and soil testing, are included in the agreed lump sum price of this change. Any soil testing required for excavated soil from the remaining foundations shall be paid separately from this change order.

The agreed lump sum price provided under this change order is based on all excavated soil, excluding drill spoils, being stored either on-site or at the Contractor's stockpile site at the corner of Avenue H and 9th St. on Treasure Island and having that soil incorporated back into the work as backfill. In the event the soil needs to be disposed of off-site due to it being classified as contaminated or hazardous, all transportation and disposal costs for off-site disposal shall be paid as extra work at force account under this change order. In the event any non-contaminated soil cannot be incorporated back into the work and requires off-site disposal, all transportation and disposal costs for off-site disposal shall be paid separately from this change order.

All drill spoils associated with the work of this change shall be disposed of off-site. Costs associated with this disposal are included in the agreed lump sum price of this change.

Costs associated with the disposal of asphalt concrete and maintenance of on-site stockpiles for soil testing are included in the agreed lump sum price of this change.

The cost of structural backfill, incorporating soil from the stockpile site back into the work and the removal of temporary shoring is not included in the scope of this change and shall be paid separately from this change order.

The agreed lump sum price provided under this change order is based on temporary shoring being installed at the following locations:

1) Skid Bent foundations A6E&W and B6E&W (completely shored).
2) Bent 52A foundation 52AS (southern end of foundation only).
3) Skid Bent foundation B4E (soil nail wall at northern end of foundation only).

Should additional temporary shoring be required to perform the work of this change order, installation costs for this shoring shall be paid separately from this change order.

Total Cost of Extra Work at Lump Sum $16,442,380.00

Adjustment of Compensation at Lump Sum:

Provide compensation to the Contractor for all costs associated with work performed and any costs incurred on Item No. 10 - Temporary Bypass Structure, East Tie-In prior to the elimination of that item of work. For these costs, the Contractor shall be compensated an agreed lump sum of $66,000.00. This sum constitutes full and final compensation, including all markups, for all costs incurred on Item No. 10.

Total Cost of Adjustment of Compensation at Lump Sum $66,000.00

All payment clauses contained within the specifications of this change order are superseded by the agreed lump sum and force account payment methods specified above.

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 90	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$11,308,380.00**

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	Resident Engineer BILL CASEY	Date

Approval Recommended by

Signature	SFOBB Construction Manager MIKE FORNER	Date

Engineer Approval by

Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DENNIS TURCHON	FILE: **E.A.** 04 - 0120R4
	CO-RTE-PM SF-80-12.6/13.2
FROM: BILL CASEY	**FED. NO.** ACBRIM-080-1(097)N
CCO#: **90** SUPPLEMENT#: **0** Category Code: **CHPR**	CONTINGENCY BALANCE (incl. this change) **$61,981,558.82**
COST: **$11,308,380.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Construct Bent 52A & Skid Bent Footings	**PROJECT DESCRIPTION:** CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	**DEF** Day(s)	**1195** Day(s)	**252** %	**8**

THIS CHANGE ORDER PROVIDES FOR:

the construction of the skid bent foundations and Bent 52A of the East Tie-In (ETI) structure.

This project, the Temporary Bypass Structure (TBS), was awarded in March 2004 to construct a detour that will allow for the tie in of the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island. The TBS encompasses three main structures, the East Tie-In to the existing bridge, the West Tie-In (WTI) to Yerba Buena Island and the Viaduct structure between the two tie ins.

The original contract was awarded as a performance based contract with the contractor responsible for the design of the structures based upon meeting specified design criteria. The Department issued a December 14, 2006 memo entitled Strategy for South-South Detour Contract Completion which was approved by Tony Anziano (Toll Bridge Program Manager), Richard Land (Chief Engineer) and subsequently by the TBPOC. This memo recommended that the design of the ETI structure be assumed by the Department as opposed to the as-bid performance based contractor design.

The new design of the ETI structure provides for a roll-out / roll-in concept with a new double deck steel truss span being constructed adjacent to the existing span and then rolled into place after the existing span is rolled out. In order to accomplish this roll-out / roll-in concept, an additional bent (Bent 52A) and a new temporary skid bent structure are required to be constructed. This change order provides for the construction of Bent 52A and the construction of the skid bent structure's foundations. The skid bent foundations are being constructed prior to the completion of the substructure and superstructure design in order to advance the work and mitigate potential project and SFOBB corridor wide delays.

The work encompassed under this change includes the excavation of approximately 12,000 cubic meters of soil, the placement of approximately 950 meters of 1,220mm CIDH piles, 25 EA reinforced concrete foundations, 2 EA 45 meter high bridge columns with a bent cap, along with the installation of temporary soil nail and beam and plate shoring.

The agreed lump sum price provided under this change order is based on all excavated soil, excluding drill spoils, being stored either on-site or at the Contractor's stockpile site at the corner of Avenue H and 9th St. on Treasure Island and having that soil incorporated back into the work as backfill. In the event the soil needs to be disposed of off-site due to it being classified as contaminated or hazardous, all transportation and disposal costs for off-site disposal shall be paid as extra work at force account under this change order. In the event any non-contaminated soil cannot be incorporated back into the work and requires off-site disposal, all transportation and disposal costs for off-site disposal shall be paid separately from this change order.

This change order also provides for the elimination of the planned ETI structure that was covered under a lump sum contract bid item. Compensation will be provided for a portion of the work performed on this item of work prior to its elimination.

Elimination of the planned ETI structure shall be made by eliminating the specified contract item at a savings of $6,000,000. Compensation for work performed on this item of work shall be paid as an adjustment of compensation at an agreed lump sum of $66,000. Compensation for constructing the skid bent foundations and Bent 52A shall be paid as extra work at an agreed lump sum price of $16,442,380 with the off-haul and disposal of any contaminated or hazardous soil being paid as extra work at force account at an estimated cost of $800,000. The net change order cost of $11,308,380 shall be financed from the contract's contingency funds. A cost analysis is on file in the project records.

The cost of structural backfill, incorporating soil from the stockpile site back into the work and the removal of temporary shoring is not included in the scope of this change and shall be paid separately from this change order. Structural backfill cannot be performed until the construction of the skid bent substructure has been completed.

Any adjustment of contract time is deferred as the change may affect the controlling operation.

This change was requested by Mike Whiteside, YBI Coordination Engineer, per Memorandum on November 13, 2007 and concurred by Alec Melkonians - Asst. Project Manager, Hong Wong - Project Engineer, Lina Ellis - Structures Maintenance, and Robert Kobal - HQ Assistant Construction Coordinator.

CONCURRED BY:			
Construction Engineer:		Date	
Bridge Engineer:	Mike Whiteside, Toll Bridge Design	Date	11/13/07
Project Engineer:	Hong Wong, PE	Date	3/19/08
Project Manager:	Alec Melkonians	Date	3/19/08
FHWA Rep.:		Date	
Environmental:		Date	
Other (specify):	Robert Kobal, HQ Asst.Const.Coor	Date	3/18/08
Other (specify):	Lina Ellis, Maintenance	Date	3/19/08
District Prior Approval By:		Date	
HQ (Issue Approve) By:	Ken Darby, HQ CCO Engineer	Date	
Resident Engineer's Signature:		Date	

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	($6,000,000.00)	($6,000,000.00)
FORCE ACCOUNT	$800,000.00	$800,000.00
AGREED PRICE	$16,442,380.00	$16,442,380.00
ADJUSTMENT	$66,000.00	$66,000.00
TOTAL	$11,308,380.00	$11,308,380.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☐ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☑ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☑ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 105	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: **CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

As authorized by the Engineer, provide for the following post-fabrication modifications to the Viaduct steel truss as required due to the design enhancements incorporated into the approved Viaduct plans dated July 19, 2007:

1) Provide for the fabrication of the temporary lateral stringer and floor beam bracing, including sway brackets and mounting brackets.
2) Modify the Span 48 through 51 exterior stringers and floor beam connection and provide for the fabrication of the bent plate and seating connection for the modified exterior stringer connection to the floor beam.
3) Provide for the fabrication of the additional lateral bracing between Floor Beams No. 9 and No. 10 and modify the lateral bracing openings and the stiffeners at the lateral connections concerning floor beams No. 8, 9, 10, 15 and 16.
4) Provide for the review and approval of shop drawings by the Engineer of Record.

Payment will be in accordance with Section 4-1.03D, Extra Work, of the Standard Specifications, and Section 5-1.24, Force Account Payment, of the Special Provisions, and no other compensation will be allowed therefor.

Estimated Cost of Extra Work at Force Account $600,000.00

Adjustment of Compensation at Lump Sum:

Provide compensation to the Contractor for additional steel fabrication work to be performed by Dongkuk Structures & Construction Co., Ltd (Dongkuk) pertaining to Department ordered design enhancements to the steel truss of the Viaduct o the Temporary Bypass Structure (Bridge No. 34-0006 (TEMP)) that were incorporated into the approved Viaduct plans (Sheets 1 through 112) dated July 19, 2007.

The work to be performed by Dongkuk includes, but is not limited to, the modifications to Span 51 pertaining to the redesig of the cantilever section, modifications to the exterior stringer connection to the floor beam, modifications to the top lateral bracing, and the addition of support brackets and appurtenances to support the 300 NPS water line.

Except for the 2 excluded items of costs listed below, the Contractor will be compensated a lump sum of $1,540,640.00 for this work which will constitute as full compensation for all additional fabrication and delay costs incurred by Dongkuk, including all markups, due to all Department ordered design enhancements to the Viaduct structure pertaining to the approved Viaduct plans dated July 19, 2007.

The following 2 items are excluded from the compensation provided herein and shall be compensated separately from this change order:

1) Costs associated with the purchase and delivery of raw steel to the fabricator.
2) Costs associated with the shipment of the fabricated steel from South Korea to the project site.

Total Cost of Adjustment of Compensation at Lump Sum $1,540,640.00

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 105	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

Estimated Cost: Increase ☑ Decrease ☐ **$2,140,640.00**

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	Resident Engineer BILL CASEY	Date

Approval Recommended by

Signature	SFOBB Construction Manager MIKE FORNER	Date

Engineer Approval by

Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DENNIS TURCHON	FILE: **E.A.** 04 - 0120R4
FROM: BILL CASEY	**CO-RTE-PM** SF-80-12.6/13.2
	FED. NO. ACBRIM-080-1(097)N
CCO#: **105** SUPPLEMENT#: **0** Category Code: **CHXX**	CONTINGENCY BALANCE (incl. this change) **$59,840,918.82**
COST: **$2,140,640.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Dongkuk Fabrication Costs July '07 Plans	**PROJECT DESCRIPTION:** CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	**DEF** Day(s)	**1195** Day(s)	**252** %	**8**

THIS CHANGE ORDER PROVIDES FOR:

compensation to the contractor for additional costs related to design enhancements implemented by the Department concerning the viaduct steel truss.

This contract was awarded to construct a temporary detour for both eastbound and westbound I-80 traffic that allows for the tie in of the east span of the new San Francisco Oakland Bay Bridge (SFOBB) to Yerba Buena Island. The detour consist of three main structures, the East Tie-In (ETI) to the bridge, the West Tie-In to the island, and the Viaduct structure between the two tie ins. The contract was awarded as a performance based project with the contractor responsible for meeting the design criteria specified in the contract.

The viaduct consists of 4 spans of a double deck steel truss approximately 20 meters wide and 320 meters long with a weight of over 4,300 metric tons. This change order concerns additional steel fabrication costs pertaining to Department design enhancements to the Viaduct structure that were incorporated into the approved Viaduct plans dated July 19, 2007. Change Order No. 79 provided compensation for Department ordered design changes to the Viaduct based on the approved plan sheets dated October 9, 2006. This change order provides compensation for Department ordered changes incorporated into the plans after the October 9, 2006 plans were issued.

The major design changes incorporated into the July 19, 2007 plans include a complete redesign of the Span 51 cantilever section that abuts the ETI structure to provide for an improved conform between those 2 structures, the addition of temporary bracing to account for stresses on the structure during the concrete deck placement, and various modifications to the structure's floor beams and stringers to provide for an improved structure performance.

The majority of the additional work shall be performed by the contractor's fabricator Dongkuk Structures & Construction Co., Ltd (Dongkuk), located in South Korea, prior to shipment of the steel to the project site. Some modification to the stringers and floor beams shall be performed after the steel has been delivered to the project site in order to avoid delays to the structure's erection. Fabrication of the temporary bracing shall be performed locally as well.

Compensation for the work performed by Dongkuk in South Korea shall be paid as an adjustment of compensation at an agreed lump sum of $1,540,640.00. Work concerning modifications made after shipment of the steel to the project and additional shop drawing review costs shall be paid as extra work at force account for an estimated cost of $600,000.00. The total estimated cost of $2,140,640.00 shall be financed from the contract's contingency funds. A cost estimate is on file.

Costs concerning the procurement of raw steel required for the work are being paid under the previously approved Change Order No. 100. Additional shipping cost pertaining to the changes shall also be paid separately.

Adjustment of contract time is deferred as the work may affect the controlling operation.

This change was requested by Tom Ostrom - Office Chief, Structures Design, per Memorandum on July 3, 2007 and concurred by Alec Melkonians - Asst. Project Manager, and Robert Kobal - HQ Assistant Construction Coordinator.

Maintenance concurrence is not required as the viaduct is a temporary structure and doesn't affect any permanent roadway features.

CONTRACT CHANGE ORDER MEMORANDUM

CONCURRED BY:		
Construction Engineer:		Date
Bridge Engineer:		Date
Project Engineer:		Date
Project Manager:	Alec Melkonians	Date
FHWA Rep.:		Date
Environmental:		Date
Other (specify):	Robert Kobal, HQ Asst.Const.Coor	Date
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue Approve) By:	Ken Darby, HQ CCO Engineer	Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$600,000.00	$600,000.00
AGREED PRICE	$0.00	$0.00
ADJUSTMENT	$1,540,640.00	$1,540,640.00
TOTAL	$2,140,640.00	$2,140,640.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☐ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☑ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☑ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

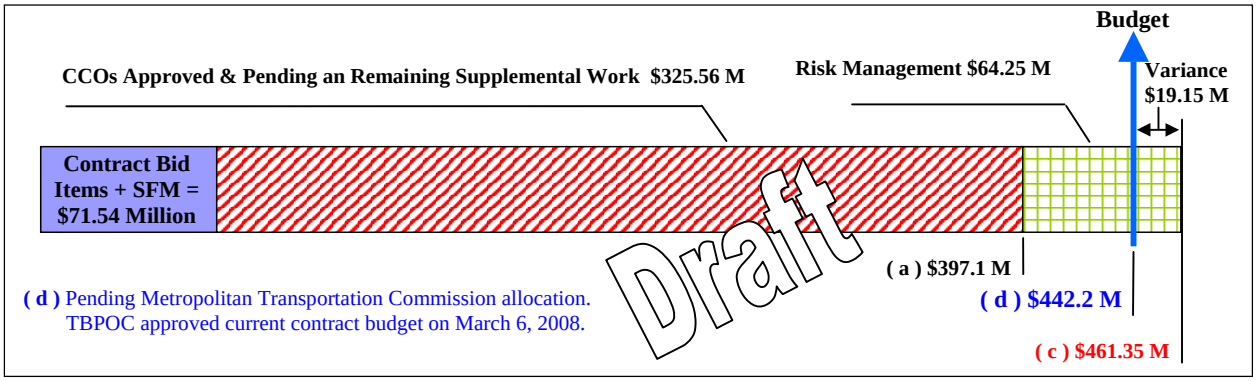
FEDERAL FUNDING SOURCE	PERCENT

South-South Detour (Contract 04-0120R4)			
Contract Award:	**March 10th, 2004**	Suspension Days:	**302 Working Days**
Original Working Days:	**475 Working Days**	Contract Extensions:	**1195 Working Days**
Original Contract Completion:	**July 27th, 2005**	Projected Contract Completion:	**December 31, 2009**

Introduction

Two memos were developed to outline a strategy for a revised SSD project that enhanced SSD viaduct design, developed tie-in design (east and west) in-house, improved the retrofit of the YBI viaduct (replacing the top deck of the viaduct rather than retrofitting in place) and advanced and incorporated select YBITS foundation work. The two memos are "San Francisco-Oakland Bay Bridge Corridor Schedule Mitigation – Strategy for South-South Detour Contract Completion" issued December 14, 2006, and "Recommendation to Construct Select Yerba Buena Island Transition Structure Foundations by Contract Change Order" issued on December 25, 2006. This strategy will result in substantial increases in the cost of the SSD project.

As approved at the March 2008 TBPOC meeting the revised budget for the SSD Project is 442.2M. This figure was established using available information as of January 2008 noting that the plans and specifications for the WTI Phase 2 and ETI were not fully complete, ranging from the 65% to 100% stage.



Scope of Work for SSD

The revisions to the original scope of work currently associated with the South-South Detour Project have been assigned into the following categories with their associated estimated cost:

Category	Scope of Work	Original Strategy Memo Estimate	Current Budget (March 2008)	In Progress Status Update from March 08 Approved Budget	
				Current	Delta
(0)	Original Bid Items, Baseline CCOs (1 through 48), and State Furnished Materials	$92.0	$83.7	$83.7	$0
(1)	SSD New Viaduct	$9.0	$31.9	$32.8	$0.9
(2a)	West Tie-In Existing Viaduct Phase 1	$40.0	$39.6	$39.9	$0.3
(2b)	West Tie-In Phase 2	$13.0	$15.0	$15.3	$0.3
(3)	East Tie-In	$34.0	$72.5	$72.7	$0.2
(4)	YBI Transition Structures Advance Foundations	$110.5	$105.8	$102.9	($2.9)
(5)	Administrative Issues and General CCOs	$35.9	$48.6	$50.1	$1.5
Subtotal		**$334.4**	**$397.1**	**$397.4**	**$0.3**
Contingency			**$45.1**		
Approved Budget			**$442.2**		

Contract payments as of March 20, 2008: $151.2 M

As shown, the current status of CCOs required to modify the original scope of the SSD work as defined in Categories 1 through 5 is $313.7 M. The status of each category of work is discussed in the succeeding pages of this report.

Bid Items, Baseline CCO's, & State Furnished Material (0)

The break down of Category (0) is as follows:

Original Contract Amount	$ 71.2 million
Baseline CCOs (1 through 48)	$ 12.1 million
State Furnished Materials	$ 0.4 million
Total	$ 83.7 million

Baseline Contract Change Orders (1 through 48)

CCO #	Description	Executed Date	Cost
1	Flagging and Traffic Control	5/13/2004	$100,000.00
1S1	Additional Funds for Flagging and Traffic Control	2/9/2007	$200,000.00
2	Bidder Compensation	5/8/2004	$1,575,000.00
3	Partnering	9/7/2004	$25,000.00
4	DRB	9/7/2004	$100,000.00
5	Federal Trainee Program	11/12/2004	$20,000.00
5S1	Non-Journey Person Training	3/10/2005	$50,000.00
6	Removal of DBE/SBE Monitoring	2/10/2005	$0.00
7	Sampling and Analysis Work	8/30/2004	$30,000.00
8	SWPPP Maintenance Sharing	8/30/2004	$75,000.00
9	Additional Photo Survey/Public Relations	9/14/2004	$50,000.00
10	Temporary Shuttle Van Service	7/16/2004	$650,000.00
10S1	Additional Funds for Temporary Shuttle Van Service	6/23/2005	$100,000.00
10S2	Additional Funds for Temporary Shuttle Van Service	1/12/2007	$500,000.00
11	Utility Potholing	9/14/2004	$100,000.00
12	Just-In-Time Training (RSC Pavement)	2/10/2005	$5,000.00
13	PMIV Document Management System	11/3/2004	$486,743.50
14	Temporary Suspension	5/19/2004	$0.00
15	Archaeology Investigation	7/19/2004	$30,000.00
15S1	Additional Funds for Archaeology Investigation	4/22/2005	$15,000.00
16	Roadway Profile at WTI	Voided	N/A
17	Modify Drainage at G4 Entry Vault	10/24/2006	$108,217.45
18	Access Control Measures	9/8/2004	$50,000.00
19	EDR1 Alignment Modification	5/12/2005	$0.00
20	A490 Bolts	10/23/2006	$0.00
21	Removal /Disposal of Stairway	4/13/2005	$14,060.00
22	Clean Stairs and Walkways	5/24/2005	$35,000.00
23	Shared Field Data System (ShareArchive)	Voided	N/A
24	East and West Tie-In Temporary Suspension	2/1/2005	$2,181,467.40
24S1	Read Inclinometer/Adjust Equipment Costs	10/18/2005	$29,782.99
24S2	Temporary Suspension Partially Extended	5/2/2006	$4,812,631.58
24S3	Contract Days Extension/TRO Compensation	Voided	N/A
25	Bent 48, 49R, 52R Outside Boundary	3/24/2005	($19,000.00)
26	Bent 48 Articulation	4/22/2005	$0.00
27	Bent 52L Footing Conflict	1/19/2006	$94,386.51
28	Hydroseed Around W2 Columns	3/24/2005	$20,000.00
29	Replacement of Surveillance Camera	3/24/2005	$3,542.00
30	Additional Elastic Response Analysis	5/31/2005	$10,700.00
31	Soil Analysis Outside Plan Limits	6/27/2005	$20,000.00
32	SFPUC Permit Specification Change	5/17/2005	$0.00
33	Design Enhancements	Voided	N/A
34	Pole Structure Welding Specification Revision	9/30/2005	$0.00
35	Revision of East Tie-In Design Criteria	Voided	N/A
36*	Extend Limits of Viaduct Demolition	Voided	N/A
37	4 Hr Emergency Travel Way	Voided	N/A
37S1	Emergency Travel Way Falsework	Voided	N/A
38	Revision of West Tie-In Design Criteria	8/4/2005	$0.00
39	Provide Shuttle Service to USCG	6/27/2005	$10,000.00
40	Sewer Pipe Material Change	9/26/2005	$1,561.95
41	Bent 49L Utility Relocation	Voided	N/A
42	Bent 48R Pile Load Test	9/12/2005	$20,000.00
42S1	Bent 52R Pile Load Test	12/15/2005	$5,000.00
43	Material On Hand Specification Change	9/16/2005	$75,953.88
43S1	Addition of YBITS Advance to Material On Hand	Voided	N/A
44	Electrical Call Box Relocation		$47,480
45	Additional SWPPP	2/21/2006	$250,000.00
46	Southgate Road Reopening	3/8/2006	$50,000.00
47	Hazardous/Non-Hazardous Soil Removal	12/15/2005	$100,000.00
48	Buried Man-Made Objects	12/15/2005	$50,000.00
Total for Baseline Contract Change Orders			**$12,082,527.26**

- The scope of work for CCO No. 36 was completed and compensated for under the larger scope of CCO No. 76.

SSD New Viaduct

1

Progress of Work

Construction of foundations and columns are complete. Of the four Viaduct bent caps, caps 49, 50, and 51 are complete. Bent cap 52 is in progress.

Fabrication of the structural steel truss for the Viaduct superstructure is taking place at Dongkuk S&C in South Korea. Fabrication began in November 2006. Spans 48, 49 and 50 are complete with the steel on site. With regard to span 51, shop drawings have been completed, steel has arrived at Dongkuk S&C, fabrication is progressing and steel is expected to arrive on site May 2008.

Steel erection at span 48 is approximately 90% complete.

Status of Contract Change Orders: SSD New Viaduct:

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
49	LS	Stringer and Floor Beam Design Study	N/A	N/A	Executed 5/2/2006	$109,182	N/A
49S1	FA	Truss Design Modifications (Changes to Stringer and Floor Beam Connections)	I&A 12/08/06	N/A	Executed 8/17/2006	$150,000	N/A
49S2	FA		I&A 12/08/06	N/A	Executed 12/18/2006	$100,000	N/A
Subtotal (CCO #49 and Supplements)						$359,182	
50	FA	Stand Alone Viaduct Design	N/A	N/A	Executed 5/8/2006	$325,000	N/A
50S1	FA		I&A 9/21/06	N/A	Executed 10/16/2006	$300,000	N/A
50S2	FA		I&A 12/08/06	N/A	Executed 12/18/2006	$100,000	N/A
50S3	FA		I&A 2/09/07	N/A	Executed 2/13/07	$175,000	N/A
Subtotal (CCO #50 and Supplements)						$900,000	
54	LS	Deck Drainage	N/A	N/A	Executed 5/2/07	$8,000	N/A
55	LS	Viaduct Fabricator Change (SGT Closeout)	I&A 7/08/07	Approved 6/27/07	Executed 8/7/07	$5,665,330	N/A
55S1	LS	SGT Fabrication Closeout - Dongkuk Materials		Approved 3/5/08	Executed 3/17/08	$980,600	$70,600
59	LS	Water Blast Rebar Cages	N/A	N/A	Executed 2/22/07	$5,000	N/A
60	LS	Construction of Bent Caps	I&A 6/13/07	Approved 6/27/07	Executed 6/18/07	$7,435,950	N/A
67	FA	Viaduct/ETI Interface Modifications (Design Cost)	I&A 5/14/07	N/A	Executed 9/27/07	$800,000	N/A
79	LS	Fabrication Cost for Viaduct Design Changes July '05 - October '06	I&A 7/19/07	N/A	Executed 8/7/07	$803,400	N/A
79S1	**LS**	**Fabrication Cost for Viaduct Design Changes - July 05-Oct 06**		**N/A**	**In progress**	**$250,000**	**$0**
80	LS	Erection Costs for Viaduct Design Changes through October 2006		Approved 1/31/08	Executed 2/20/08	$6,912,200	$0
82	**FA**	**AC Paving and Erosion Control for Deck Drainage**		**N/A**	**In progress**	**$250,000**	**$0**
85	LS	Design of 300mm Waterline Relocation	N/A	N/A	Executed 3/17/08	$12,480	$1,994
87	LS	Viaduct Shipping Escalation Costs	I&A 7/24/07	N/A	Executed 10/2/07	$534,570	N/A
87S1	LS	Viaduct Shipping Escalation Costs	I&A 1/14/08	N/A	Executed 1/30/08	$200,000	N/A

88	LS	Viaduct Fabrication Delays	I&A 7/19/07	N/A	Executed 8/7/07	$954,460	N/A
88S1	LS	Viaduct Fabrication Delays	I&A 8/22/07	N/A	Executed 9/27/07	$776,630	N/A
98		**Viaduct Steel Storage and Handling Cost**		**N/A**	**In progress**	**$500,000**	**$0**
99		**Viaduct Erection Costs (Post Oct. 2006)**		**N/A**	**In progress**	**$1,002,330**	**$0**
100		Viaduct Fabrication Costs (Post Oct. 2006)	I&A 1/22/08	N/A	Executed 1/28/08	$650,000	N/A
105		**Dongkuk Fabrication and Temp Bracing Fabrication Costs (July 2007 Plans)**		**N/A**	**In progress**	**$2,140,640**	**$690,640**
106		**CCO Voided…previous scope of work was incorporated into CCO 105**				**-**	**-**
107		**CCM Erection Support & Escalation Costs**			**In progress**	**$500,000**	**($500,000)**
111		USCG Parking Replacement and Protection	N/A	N/A	Executed 3/17/08	$163,220	$163,220
115		**Third VIA Shipping for CCO #67 July 07 plans**			**In progress**	**$850,000**	**$450,000**
		Relocate USCG road for steel erection FW Towers at Span 51			**In progress**	**$150,000**	**$0**
Current Forecast for SSD New Viaduct						**$32,803,992**	**$876,454**

Budget Status

The Viaduct portion of the SSD was bid at $26.74M. The projected additional costs in the December 14, 2006 Strategy Memorandum were estimated to be $9M. The January 2008 revised additional cost estimate is $31.9M, with executed CCOs to date of $27.2M.

West Tie-In **Phase 1** 2a

Progress of Work

Phase 1 work was substantially complete with the move in of the Structure on September 03, 2007. Miscellaneous electrical and drainage work remain as well as the re-construction of the westbound on-ramp approach slab bridge connection. Construction of the permanent barrier on the north side is complete.

The Design of the westbound on-ramp approach slab bridge connection has been delivered to construction. The cost is agreed upon and the CCO is being processed. Work is scheduled to begin in April.

Status of Contract Change Orders: West Tie-In Existing Viaduct (Phase 1)

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
58		Bridge Removal Plan	N/A	N/A	Executed 11/21/06	$60,000	N/A
58 S1		Bridge Removal Plan	N/A	N/A	Executed 7/05/07	$40,000	N/A
61	FA	Advance Engineering (Work Plans and Submittals), Site Prep (Ramp Closures, Access Road), Civil Work (Grading), Structure Work (Material Procurement)	I&A 1/09/07	N/A	Executed 2/27/07	$400,000	N/A
61S1	LS/FA	Construction of Stage 1 Area and Substructure	I&A 5/16/07	Approved 6/27/07	Executed 5/18/07	$9,995,644	N/A
66	FA	TMP - Video Equipment (WTI Phase 1)	N/A	N/A	Executed 7/20/07	$175,000	N/A
68	FA	Temporary Electrical Work	N/A	N/A	Executed 7/20/07	$140,000	N/A

68S1	FA	Temporary Electrical Work Stage 2, 3 &4	I&A 12/02/07	N/A	Executed 10/31/07	$510,000	N/A
72	LS	Structure Work (Superstructure), and Temporary Shuttle Service	I&A 7/19/07	Approved 7/27/07	Executed 7/20/07	$11,096,900	N/A
76	LS	Labor Day Bridge Demolition and Move-In	I&A 7/19/07	Approved 7/27/07	Executed 7/20/07	$2,240,300	N/A
76S1	LS	Labor Day Bridge Move-In (Changeable Message Signs, Temporary Signs, Traffic Control, Bridge Removal, Bridge Move-In, Paving and Roadway Repairs, CCM Support Costs, City Traffic Officers)	I&A 8/28/07	Approved 8/24/07	Executed 9/27/07	$10,144,140	N/A
84	LS	Skid Track Foundations and Temporary Columns	I&A 7/27/07	Approved 7/27/07	Executed 7/31/07	$3,980,000	N/A
101	**LS**	**Reconstruct Slab, West Bound On-ramp**		**N/A**	**In Progress**	**$846,140**	**$331,140**
102		**Northside Drainage Work**	**N/A**	**N/A**	**In Progress**	**$60,000**	**$10,000**
117		**Surface Drainage (Southside)**		**N/A**	**In Progress**	**$50,000**	
103		Labor Day Weekend Closure Misc. Costs		N/A	Executed 2/20/08	$173,140	($26,860)
Current Status for West Tie-In (Phase 1)						**$39,911,264**	**$314,280**

Budget Status

The projected additional costs in the December 14, 2006 Strategy Memorandum were estimated to be $40M. The January 2008 revised additional cost estimate is $39.6M with executed CCOs to date of $39.1M.

West Tie-In **Phase 2** 2b

Progress of Work

Complete foundation design and 65% substructure and superstructure design for the Phase 2 work have been delivered. The complete Phase 2 design package was sent to the contractor in March. Cost negotiations to construct the foundations are complete with CCO 62 being processed. Construction/Design Coordination meetings with the Contractor are on going.

Foundation work to install CIDH piling began March 2008.

Status of Contract Change Orders: West Tie-In (Phase 2)

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
62	**LS**	**Construction of Phase 2 Foundations and Credits for Elimination of Bid Items 12 and 90**		**TBD**	**In Progress**	**($4,649,850)**	**$309,150**
71	LS	WTI Phase 2 Pile at Bent 46L/Slab Bridge Removal	I&A 7/24/07	N/A	Executed 7/20/07	$384,130	N/A
108		**Phase 2 Substructure & Superstructure and Civil Work**		**TBD**	**In Progress**	**$19,590,000**	**($0)**
Current Status for West Tie-In (Phase 2)						**$15,324,280**	**$309,150**

Budget Status

The Contractor's bid price for the West Tie-In was $9.0M. Based on the Department's December 14, 2006 Strategy Memorandum, the costs associated with the Phase 2 West Tie-In work were estimated to be an additional $13.0M. The January 2008 revised additional cost estimate is $15.0M. This revision is based on complete foundation plans and 65% in progress substructure and superstructure plans.

East Tie-In 3

Progress of Work

The 65% in progress design package and 100% bent 52A and skid bent foundations design packages were delivered October 2007. Complete ETI design plans for the skid bents and skid beams were delivered March 15th with complete truss plans expected to be delivered April 7th. Additionally, in an effort to mitigate schedule pressure, advanced material orders and fabrication shop drawings will be generated by the Department and provided to the Contractor. Construction/Design Coordination meetings with the Contractor are on going.

Cost negotiations for the construction of bent 52A and the skid bent foundations are complete and pending TBPOC approval.

Field construction to relocate the existing SFPUC sanitary sewer pump station in conflict with bent 52A has commenced, with an expected completion at the end of April 2008. Work to relocate the AT&T fiber optic duct bank in conflict with the ETI skid bent footings is complete. The contractor has also began construction of the Stage 1 retaining wall to construct the Northern Skid bents. Construction of this wall is a mitigation measure to provide as much usable area as possible for the SAS Contractor due to the proximity of the SAS and SSD work zones.

Status of Contract Change Orders: East Tie-In

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
63	FA	Advance Engineering (Work Plans and Submittals)	I&A 8/22/07	N/A	Executed 9/27/07	$800,000	N/A
69	LS	Procurement of Pump/Control Panel for Pump Station Relocation	N/A	N/A	Executed 10/10/07	$111,280	N/A
69S1	LS	Construction for Pump and Control Panel for Relocated Pump Station		N/A	Executed 3/17/08	$499,996	$11,986
90	**LS**	**Bent 52A and Skid Bent Footings and Credits for Eliminated Bid Items 10 and 42**		**TBD**	**In Progress**	**$11,308,380**	**$0**
92	FA	ETI AT&T Fiber Optic Relocation	N/A	N/A	Executed 12/17/07	$175,000	$0
93	FA	Lead Paint Mitigation Existing Truss		N/A	Executed 2/20/08	$563,725	**$3,725**
97	FA	Bent 52A and Skid Bent Ftg's Material Procurement	I&A 11/06/07	N/A	Executed 11/19/07	$850,000	**$0**
104	LS	Pier E-1 Access Towers	N/A	N/A	Executed 1/30/08	$150,000	$0
112		Material Procure Skidbent (1532 Tower Legs)		Approved 2/4/08	Executed 2/19/08	$2,000,000	$0
112S1		Material Procure ETI Superstructure		Approved 3/5/08	Executed 3/17/08	$8,500,000	$0
113		Relocate Waterline in Conflict with Northern Skid Bent Footings	N/A	N/A	Executed 3/17/08	$167,990	$167,990
116		**Fabricate Superstructure & Skidbent**		**TBD**	**In Progress**	**$10,000,000**	**$0**
121		Soil Nail Wall Material Procure		N/A	Executed 3/17/08	$142,670	$0
		Erection, Roll-In Roll-Out, Joint Seals, Demolition, Existing Truss Retrofit, Stage 2 Wall, TMP, and Civil Work			**In Progress**	**$37,412,500**	**$0**
Current Status for East Tie-In						**$72,681,541**	**$183,701**

Budget Status

The Contractor's bid price to construct the Contractor's design for the East Tie-In was $6.0M with an additional $1.46M to demolish the remaining portion of the ETI YB-4 span. The Department's December 14, 2006 Strategy Memorandum estimated an additional cost of $34.0M to construct the Department's ETI roll out/roll in design concept. At the time, this estimate was based on minimal design information available. The January 2008 revised additional cost estimate is $72.5M. This revision is based on complete Bent 52A and skid bent foundation design plans and 65% skid bent, skid beam, and truss design plans. Executed CCO's to date are $14M.

Yerba Buena Island Transition Structures Advance Foundations

4

Progress of Work

The YBITS foundation and column locations being advanced are W3R/L, W4R/L, W5R/L, W6R/L, W7R/L, W7 Ramp and the temporary E.B. onramp abutment.

W3L foundation and column up to the splice zone, was completed on March 15, 2007. Work at W4 continues with the construction of the column for W4L and the footing section for W4R. All CIDH Piles at W4R are complete. At W6, the foundations for W6L and W6R-N are complete with the column construction progressing.

Status of Contract Change Orders: YBI Transition Structures Advance Foundations

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
64	FA	YBITS W3L Site Prep and Grading and Construct Access Road	N/A	N/A	Executed 1/8/07	$150,000	N/A
64S1	LS/FA	YBITS W3L Foundation and Column to Splice Zone, Integrated Shop Drawings for W3L, Concrete Washouts, 50% of Flagging, and Traffic Controls	I&A 3/13/07	Approved 2/15/07	Executed 4/4/07	$5,835,000	N/A
65		**Demolish Exist Bridge (Bent 48 to YB-4)**		**TBD**	**In Progress**	**$7,800,000**	**$0**
70	FA	Integrated Shop Drawings for Remaining YBITS Advance Locations (W3R, W4L/R, W5L/R, W6L/R, W7L/R, and W7 Ramp)	I&A 4/04/07	N/A	Executed 5/1/07	$500,000	N/A
70S1	FA	YBITS Advance - ISD 3R, 4R/L, 5R/L, 6R/L, 7R/L & ramp		N/A	Executed 1/30/08	$450,000	N/A
73	LS	YBITS W3R, W4R, W5R/L, W6R/L, and W7 Ramp Foundations and Columns	I&A 10/24/07	Approved 10/30/07	Executed 11/19/07	$62,958,990	N/A
73S1		**Duct Bank Revisions**		**N/A**	**In Progress**	**$200,000**	**$200,000**
75	**LS**	**YBITS W7R/L Foundations and Columns**		**TBD**	**In Progress**	**$13,150,000**	**($3,657,884)**
75S1		**Bent W7 Structure Backfill**		**TBD**	**In Progress**	**$1,750,000**	
77	LS	YBITS W4L Foundations and Columns	I&A 6/13/07	Approved 7/27/07	Executed 7/20/07	$7,125,000	N/A
78	FA	Relocation of Sewer Force Main	N/A	N/A	Executed 7/17/07	$125,057	N/A
94	**LS**	**YBITS Temp. EB Onramp Abutment and Staging**		**TBD**	**In Progress**	**$2,219,850**	**$0**
118		Vibration & Elev. Monitoring at W5L		N/A	Executed 2/20/08	$50,000	$50,000
120		CIDH Pile Mitigation Deduct		N/A	Executed 3/17/08	($400)	($400)
124		**Seismic Monitoring & Column Grounding**		**N/A**	**In Progress**	**$100,000**	**$100,000**
126		**YBITS** Excavation / Hazmat Disposal		**TBD**	**In Progress**	**$500,000**	**$400,000**
Current Status for YBI Transition Structures Advance Foundations						**$102,913,497**	**($2,908,284)**

Budget Status

The Department's December 25, 2006 Strategy Memorandum estimated the cost to construct Bents W3R/L, W4R/L, W5R/L, W6R/L, W7R/L, and W7 Ramp to be $107M. In addition, the temporary E.B. onramp abutment was added at a later date with no estimate revision. The Departments December 14, 2006 Strategy Memorandum estimated the additional demolition costs for the existing bridge (Bent 48 through YB-4) to be $3.5M. Removal of the existing bridge is included in the current contract however; the Department anticipates additional costs resulting from impacts of the YBITS Advance work and associated costs due to escalation. The combined estimate for both was $110.5M. The January 2008 revised additional cost estimate is 105.8M. Total CCOs executed to date are $77.2M.

Administrative Issues General CCO's 5

Progress of Work

Administrative issues that remain on the SSD contract are related to setting project milestones and determining time related overhead resulting from the contract time extensions, escalation costs, the increased scope of work, and other necessary changes to the contract. Additionally, costs for implementing COZEEP for the East and West Tie-Ins need to be accounted for.

The following list of milestones has been provided to the Contractor to incorporate into the project schedule:

	Date	Status	Notes
W3L (foundation and column up to splice zone)	March 15th, 2007	Complete	finished 3/15/07
West Tie-In Phase 1 Viaduct Demo/Roll-In Complete	September 4th, 2007	Complete	finished 9/04/07
Access to W3R Available to CCM	January 2nd, 2008		coordinating access with SAS
W3R, W4L/R, W6L/R, and W7L/R/Ramp Complete	December 31st, 2008		
Upper East Tie-In Area Available to CCM	April 2nd, 2009		
East Tie-In Roll-Out/Roll-In Complete	May 26th, 2009		
Frame 1 YBITS Area (Bent 7 West) Vacated by CCM	September 1st, 2009		
Project Completion	December 31st, 2009		

The Department has extended TRO compensation at the original contract rate through September 1, 2009. The Contractor is performing a TRO audit so that an appropriate TRO adjustment can be negotiated. With the execution of CCO 56, the Department resolved 9 outstanding NOPC issues including impacts to the Contractor's design process. The Department continues to pursue a resolution to the remaining NOPC issues.

Status of Contract Change Orders: Administrative Issues

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
1 S2	FA	Flagging & Traffic Control	N/A	N/A	Executed 12/5/07	$200,000	N/A
45 S1	LS	Additional SWPPP	I&A 12/14/07	N/A	Executed 1/31/08	$350,000	N/A
51	LS	NOPC 12 & 13 Resolution	N/A	N/A	Executed 8/17/06	$25,234	N/A
52	0	Elimination of Contractor's Design of Tie-Ins	I&A 1/19/07	N/A	Executed	$0	N/A

					3/2/07		
53	0	Handling and Storage of Material	I&A 11/06/06	N/A	Executed 12/8/06	$240,000	N/A
56		Contractor's Design additional cost… Resolved NOPCs 2,3,4,8,9,10,11,14, and 16		Approved 3/5/08	Executed 3/17/08	$6,837,310	($162,690)
57	LS	Demolition of Building 206	N/A	N/A	Executed 10/18/06	$22,378	N/A
57S1	LS	Remove and Clear Building 254	N/A	N/A	Executed 6/4/07	$10,572	N/A
86	**LS**	**Additional Suspension Costs**	**N/A**	**N/A**	**In Progress**	**$42,764**	**($57,236)**
91	LS	Contract Days Extension/TRO Compensation to November 08	RPP 8/28/07	TBD	Executed 10/31/07	$1,818,948	N/A
91 S1	LS	Base Contract TRO Extension to September 1, 2009	I&A 10/25/07	Approved 10/30/07	Executed 11/16/07	$8,463,159	$0
91 S2	**LS**	**Global TRO adjustment and Base Contract TRO extension to December 31, 2009**		**TBD**	**In Progress**	**$28,600,000**	**$0**
96	FA	SWPPP Steep Slope Stabilization Measures	N/A	N/A	Executed 1/04/08	$190,000	$0
109		MEP Coordination	N/A	N/A	Executed 1/30/08	$100,000	$0
110		Geotech. Exploration Pads and Support	N/A	N/A	Executed 2/20/08	$150,000	$50,000
13S1		PMIV Additional Funds			Executed 3/17/08	$300,000	$300,000
119		**Project Wide SWPPP**			**In Progress**	**$638,939**	**$638,939**
123		**Treasure Island Yard Lot Rental**			**In Progress**	**$600,000**	**$600,000**
125		**Project Access Paving**			**In Progress**	**$150,000**	**$150,000**
		Non CCO Charges…COZEEP, lead survey, respirator training			**In Progress**	**$1,323,000**	**$0**
Current Status for Administrative and General CCOs						**$50,062,304**	**$1,519,013**

Budget Status

As of January 2008 the revised additional cost estimate for Time Related Overhead, escalation issues, and job wide changes is $48.6M with the largest estimated cost being attributed to a global TRO adjustment. As Contract Change Orders for these items are negotiated, this estimate will be updated. Costs related to settlement of NOPC issues not captured here will be paid out of the contract contingency

Additionally, the original contract allotment provided $1.3M for COZEEP. Subsequently, there were $23,000 in other charges for a lead survey and respirator training both related to the WTI Phase 1 demolition work, providing for total non-CCO related charges of $1.323M to the contract. These costs are shown here to capture costs to the project. It is also important to note that with two full bridge closures planned additional COZEEP funds may be required.

Total CCOs executed to date are $18.7M.

ITEM 6: OTHER BUSINESS

a. SFOBB New Administration Building

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** March 27, 2008

FR: Andrew B. Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 6a

Item- Other Business
New SFOBB Administration Building

Recommendation:
That the Toll Bridge Program Oversight Committee (TBPOC) allocate Toll Bridge Seismic Retrofit Account (TBSRA) funds for the design and construction of the new San Francisco-Oakland Bay Bridge (SFOBB) Toll Administration Building.

Cost:
$30 Million

Schedule:
Final Design: Estimated First Half, 2009
Construction Completion: Estimated First Half, 2011

Discussion:
Summary:
In October 2007, the Bay Area Toll Authority (BATA) and Caltrans initiated design of a new toll administration building adjacent to the existing San Francisco-Oakland Bay Bridge Toll Plaza. The two pressing reasons for pursuing the new design were to:

1. Create a seismically safe building for staff currently housed in the existing, but seismically deficient, Administration Building; and
2. Develop a modest design that could be funded by Toll Rehabilitation funds, while maintaining operations as they are currently performed in the existing Administration Building.

To provide seismic safety in an expeditious manner, BATA and Caltrans agreed to review alternative delivery methods for the design, design review, contracting, and construction processes. BATA and Caltrans selected the HNTB Corporation as designer from BATA's group of on-call design engineers for this reason. HNTB has been tasked only to complete 45% design in June 2008.

The agencies are also exploring whether this project would be a candidate for the Governor's proposed Performance Based Infrastructure (PBI) initiative. The Governor proposes PBI as a way of introducing private management into public service in order to improve the value citizens get from

their infrastructure. This may enable the agencies to pursue alternative procurement methods such as Design-Build or Design-Build-Operate-Maintain.

HNTB completed 25% design in January. The cost estimate exceeded the amount available in the Toll Rehabilitation budget. Steve Heminger, Executive Director of BATA, and Bijan Sartipi, District Director of Caltrans, met on February 5, 2008 and agreed that:

1. Finding a seismically safe location for personnel in the Administration Building is important and should be reflected in the design and construction schedule; and
2. The overall functionality of the building was acceptable, but opportunities to further reduce the building footprint should be evaluated.

Mr. Heminger suggested that TBSRA funds should be explored as a way to fund the balance.

Cost Estimate and Funding

At 25% design, the estimated cost for building the new SFOBB Administration Building was $50 Million, including design and construction support costs. The Toll Rehabilitation budget has $20 Million budgeted for the project.

Pursuant to BATA Legal Counsel's review of the California Toll Bridge Authority Act, the Administration Building can be construed as being part of the SFOBB. As such, the project would be eligible for TBSRA funds. If approved by the POC, the balance of the cost, estimated to be $30 Million, would be funded by TBSRA.

Design	Design A
Cost[1] 1. Building 2. Utility/Sitework 3. Landscape 4. ATCAS 5. Demolition 6. Temp Facilities 7. Construction Contingency	 1. $24 M 2. $6 M 3. $2 M 4. $1 M 5. $1 M 6. $0 M 7. $3 M
Total Capital	$37 M
Total Support	$12 M
Total Capital and Support (C+S)	$49 M ~say $50 M
Rehabilitation Funds	$20 M
TBSRA Funds	$30 M
Total Estimate	**$50 M**

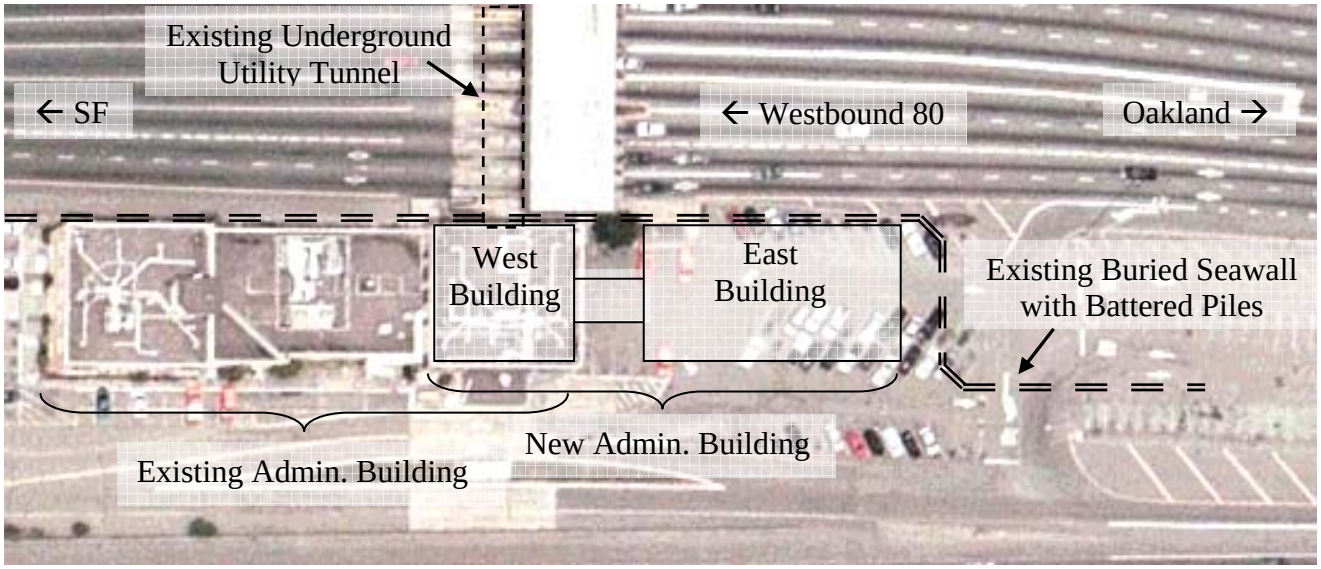
Building Program:

The 25% design presented by HNTB provides a new location for most current functions of the existing Administration Building. Included will be Toll Collection, Toll Administration, Paint and

[1] All estimates derived by HNTB.

Bridge Maintenance, and the Advanced Toll Collection and Accounting System (ATCAS). The building is divided into two sections: the East Building is a two-story building over a new basement; the West Building is a one-story building on top of the basement of the existing Administration Building. HNTB determined that reuse of the basement is the most cost effective and least risky strategy for transferring utility connections. The construction sequence would be to construct the East Building first, demolish the existing building, retrofit the existing basement, and complete construction of the West Building.

Site Plan:



Footprint of New Administration Building: The West Building footprint reuses the basement of the existing Administration Building to enable new utilities to be connected while existing utilities remain in operation. The East Building will be constructed on the existing parking lot.

Preliminary Rendering:

Conceptual View from Westbound 80: The image is a draft design concept from the 25% deliverable. The existing toll plaza canopy is seen on the right.

Recommendation:
BATA Staff recommends that that the POC allocate TBSRA funds to the new SFOBB Toll Administration Building project as the quickest route to providing a permanent seismically safe facility for staff in the existing Administration Building. A preliminary estimate of the balance that would be funded by TBSRA is $30 Million. If adequate funds cannot be secured for the facility, staff will pursue one of two alternatives:

1. Design a smaller building that could be funded with the available Toll Rehabilitation funds. Such a building would likely accommodate Toll Collection staff only. All other staff would remain in the existing Administration Building or be placed in temporary facilities, pending a fundable solution.
2. Defer the entire project until additional funds can be secured, allowing for the potential to incorporate further possible reductions in Toll Operations and to coordinate with the new Caltrans Maintenance Village plan. All staff would remain in the existing Administration Building or be placed in temporary facilities until such time.